

FY 2016/17 LEE COUNTY TRANSPORTATION DISADVANTAGED SERVICE PLAN



Prepared by:

Lee County Metropolitan Planning Organization

Good Wheels, Inc., Lee County Community Transportation Coordinator

Lee County Local Coordinating Board



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COMMISSION FOR THE TRANSPORTATION DISADVANTAGED GLOSSARY OF TERMS, STATUTES AND ABBREVIATIONS

The following glossary is intended to coordinate terminology within the Florida Coordinated Transportation System. It is imperative that when certain words or phrases are used, the definition must be universally acknowledged.

- Accidents:** when used in reference to the AOR, the total number of reportable accidents that occurred whereby the result was either property damage of \$1000.00 or more, or personal injury that required evacuation to a medical facility, or a combination of both.
- (AER) Actual Expenditure Report:** an annual report completed by each state member agency and each official planning agency, to inform the Commission in writing, before September 15 of each year, of the specific amount of funds the agency expended for transportation disadvantaged services.
- Advance Reservation Service:** shared or individual paratransit service that is readily delivered with at least prior day notification, seven days a week, 24 hours a day.
- Agency:** an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private non-profit transportation service providing entity.
- (ADA) Americans with Disabilities Act:** a federal law, P .L. 101-336, signed by the President of the United States on July 26, 1990 providing protection for persons with disabilities.
- (AHCA) Agency for Healthcare Administration:** Our mission is Better Health Care for All Floridians, and together we are responsible for the administration of the Medicaid program, for the licensure and regulation of health facilities and for providing information to Floridians about the quality of the health care they receive in Florida.
- (AOR) Annual Operating Report:** an annual report prepared by the community transportation coordinator detailing its designated service area operating statistics for the most recent operating year.
- (APD) Agency for Persons with Disabilities:** The Agency Supports Persons with Developmental Disabilities in Living, Learning and Working in their Community. The APD works in partnership with local communities and private providers to assist people who have developmental disabilities and their families. APD also provides assistance in identifying the needs of people with developmental disabilities for supports and services.

(APR)

Annual Performance Report: an annual report issued by the Commission for the Transportation Disadvantaged that combines all the data submitted in the Annual Operating Reports and the CTD Annual Report.

(ASE)

Automotive Service Excellence: a series of tests that certify the skills of automotive technicians in a variety of maintenance areas.

Availability: a measure of the capability of a transportation system to be used by potential riders, such as the hours the system is in operation, the route spacing, the seating availability, and the pick-up and delivery time parameters.

(AWI)

Agency for Workforce Innovation: The Agency for Workforce Innovation is Florida's lead state workforce agency and directly administers the state's Labor Market Statistics program, Unemployment Compensation, Early Learning and various workforce development programs.

Bus: any motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons for compensation.

Bus Lane: a street or highway lane intended primarily for buses, either all day or during specified periods, but used by other traffic under certain circumstances.

Bus Stop: a waiting, boarding, and disembarking area, usually designated by distinctive signs and by curbs or pavement markings.

(CUTR)

Center for Urban Transportation Research: a research group located at the University of South Florida's College of Engineering.

(CMBE)

Certified Minority Business Enterprise: any small business concern which is organized to engage in commercial transactions, which is domiciled in Florida, and which is at least 51 percent owned by minority persons and whose management and daily operations are controlled by such persons. These businesses should be certified by the Florida Department of Management Services.

Chapter 427, Florida Statutes: the Florida statute establishing the Commission for the Transportation Disadvantaged and prescribing its duties and responsibilities.

Commendation: any documented compliment of any aspect of the coordinated system, including personnel, vehicle, service, etc.

(CDL)

Commercial Driver's License: a license required if a driver operates a commercial motor vehicle, including a vehicle that carries 16 or more passengers (including the driver), or a vehicle weighing more than 26,000 pounds.

Commission: the Commission for the Transportation Disadvantaged as authorized in Section 427.013, Florida Statutes.

(CTD)

Commission for the Transportation Disadvantaged: an independent agency created in 1989 to accomplish the coordination of transportation services provided to the transportation disadvantaged. Replaced the Coordinating Council on the Transportation Disadvantaged.

(CTC)

Community Transportation Coordinator: (formerly referred to as “coordinated community transportation provider”) a transportation entity competitively procured or recommended by the appropriate official planning agency and local Coordinating Board and approved by the Commission, to ensure that safe, quality coordinated transportation services are provided or arranged in a cost effective manner to serve the transportation disadvantaged in a designated service area.

Competitive Procurement: obtaining a transportation operator or other services through a competitive process based upon Commission-approved procurement guidelines.

Complaint: any documented customer concern involving timeliness, vehicle condition, quality of service, personnel behavior, and other operational policies.

Complete (or Full) Brokerage: type of CTC network in which the CTC does not provide any on-street transportation services itself, but contracts with transportation operators or coordination contractors for the delivery of all transportation services.

Coordinated Transportation System: includes the CTC, the transportation operators and coordination contractors under contract with the CTC, the official planning agency, and local Coordinating Board involved in the provision of service delivery to the transportation disadvantaged within the designated service area.

Coordinated Trips: passenger trips provided by or arranged through a CTC.

Coordinating Board: an entity in each designated service area composed of representatives who provide assistance to the community transportation coordinator relative to the coordination of transportation disadvantaged services.

Coordination: the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost effective, safe, efficient, and reduces fragmentation and duplication of services. Coordination is not the same as total consolidation of transportation disadvantaged services in any given service area.

Coordination Contract: a written contract between the CTC and an agency who receives transportation disadvantaged funds and performs some, if not all of, its own services, as well

as services to others, when such service has been analyzed by the CTC and proven to be a safer, more effective and more efficient service from a total system perspective. The Commission's standard contract reflects the specific terms and conditions that will apply to those agencies who perform their own transportation, as well as joint utilization and cost provisions for transportation services to and from the coordinator.

(DCA)

Department of Community Affairs: The Department of Community Affairs is the state's land planning and community development agency. Its role is to assist Florida's communities as they meet the needs of Florida's ever-expanding population. Expand use of public transportation including buses, commuter rail, waterborne transit and other alternative transportation modes that provide services for pedestrians, bikers and the transportation disadvantaged and increase its role as a major component in the overall regional transportation system.

(DCF)

Department of Children & Families: The Department of Children & Families' Mission is to protect the vulnerable, promote strong and economically self-sufficient families, and advance personal and family recovery and resiliency.

Deadhead: the miles or hours that a vehicle travels when out of revenue service. From dispatch point to first pick-up, and from last drop-off to home base, or movements from home base to maintenance garage or fuel depot, and return.

Demand Response: a paratransit service that is readily delivered with less than prior day notification, seven days a week, 24 hours a day. **This service can be either an individual or shared ride.**

(DJJ)

Department of Juvenile Justice: Their vision is that the children and families of Florida will live in safe, nurturing communities that provide for their needs, recognize their strengths and support their success. The mission of the DJJ is to increase public safety by reducing juvenile delinquency through effective prevention, intervention and treatment services that strengthen families and turn around the lives of troubled youth.

(DOE)

The Department of Education assists with the following programs for those with disabilities: 1) The Division of Blind Services helps to ensure blind and visually impaired persons living in Florida to have the tools, support and opportunity to achieve success; 2) Exceptional Education & Student services administers programs for students with disabilities and for gifted student. Additionally, the bureau coordinates student services throughout the state participates in multiple inter-agency efforts designed to strengthen the quality and variety of services available to students with special needs; 3) The Division of Vocational Rehabilitation serves as an employment resource for businesses and people with disabilities. Our mission is to enable individuals with disabilities to obtain and keep employment.

Designated Service Area: a geographical area subject to approval by the Commission, which defines the community where coordinated transportation services will be provided to the transportation disadvantaged.

Disabled Passenger: anyone with a physical or mental impairment that substantially limits at least one of the major life activities (i.e., caring for one's self, walking, seeing, hearing, speaking, learning).

Dispatcher: the person responsible for having every scheduled run leave the yard or garage on time and maintain a schedule, matching the work force with the work load on a minute-by-minute basis. In demand-response transportation, the person who assigns the customers to vehicles and notifies the appropriate drivers.

DOEA

Department of Elder Affairs: The Florida Department of Elder Affairs has been constitutionally designated by Florida voters to "serve as the primary state agency" responsible for administering human services programs for the elderly. The Department's purpose, as set out in section 430.03, Florida Statutes, is to serve elders in all possible ways to help them keep their self-sufficiency and self-determination.

DOH

Department of Health: Their mission is to promote, protect and improve the health of all people in Florida.

Children's Medical Services (CMS) provides care for children with special health care needs and their families. Through two divisions, CMS Network and CMS Prevention and Intervention, CMS strives to protect the health and safety of Florida's youngest citizen's children. Health care of the sick and disabled is a role that public health undertakes when individuals are too poor or otherwise lack access to health care services.

Driver Hour: the period of one hour that a person works whose main responsibility is to drive vehicles.

(E&D)

Elderly & Disabled Program: provides funding, allocated by a formula, to states for capital projects to assist in meeting the transportation needs of older adults and persons with disabilities.

Economies of Scale: cost savings resulting from combined resources (e.g., joint purchasing agreements that result in a lower cost per gallon or quantity discount for fuel).

Effectiveness Measure: a performance measure that indicates the level of consumption per unit of output. Passenger trips per vehicle mile is an example of an effectiveness measure.

Efficiency Measure: a performance measure that evaluates the level of resources expended to achieve a given level of output. An example, is operating cost per vehicle mile.

Emergency: any occurrence, or threat thereof, whether accidental, natural or caused by man, in war or in peace, which results or may result in substantial denial of services to a designated service area for the transportation disadvantaged.

Emergency Fund: transportation disadvantaged trust fund monies set aside to address emergency situations and which can be utilized by direct contract, without competitive bidding, between the Commission and an entity to handle transportation services during a time of emergency.

Employees: the total number of persons employed in an organization.

Fixed Route: (also known as Fixed Route/Fixed Schedule) service in which the vehicle (s) repeatedly follows a consistent time schedule and stopping points over the same route, whereby such schedule, route or service is not at the users request (e.g. conventional city bus, fixed guideway).

(FAC) Florida Administrative Code: a set of administrative codes regulating the state of Florida.

(FCTS) Florida Coordinated Transportation System: a transportation system responsible for coordination and service provisions for the transportation disadvantaged, outlined in Ch. 427, Florida Statutes.

(FDOT) Florida Department Of Transportation: a governmental entity. The CTD is housed under the Florida Department of Transportation for administrative purposes.

(FS) Florida Statutes: the laws governing the state of Florida.

(FTE) Full Time Equivalent: a measure used to determine the number of employees based on a 40-hour work week. One FTE equals 40 work hours per week.

(FAC) Fully Allocated Costs: the total cost, including the value of donations, contributions, grants or subsidies, of providing coordinated transportation, including those services which are purchased through transportation operators or provided through coordination contracts.

General Trips: passenger trips by individuals to destinations of their choice, not associated with any agency program.

Goal: broad conditions that define what the organization hopes to achieve.

Grievance Process: a formal plan that provides a channel for the adjustment of grievances through discussions at progressively higher levels of authority, culminating in mediation, if necessary.

	<p>In Service: the time a vehicle begins the route to provide transportation service to the time the route is completed.</p>
	<p>In-Take Clerk/Reservationist: an individual whose primary responsibility is to accept requests for trips, enter dates on requests, determine eligibility and provide customer service.</p>
(JARC)	<p>Job Access and Reverse Commute Program: provides formula funding to states and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.</p>
	<p>Latent Demand: demand that is not active (i.e., the potential demand of persons who are not presently in the market for a good or service).</p>
(LCHSTP)	<p>Lee County Human Services Transportation Plan: should promote a people-based approach to planning, coordinating, and funding transportation services.</p>
	<p>Limited Access: the inability of a vehicle, facility or equipment to permit entry or exit to all persons. Lack of accessibility of vehicle, facility or other equipment.</p>
	<p>Load Factor: the ratio of use to capacity of equipment or a facility during a specified time period.</p>
	<p>Local Government: an elected and/or appointed public body existing to coordinate, govern, plan, fund, and administer public services within a designated, limited geographic area of the state.</p>
	<p>Local Government Comprehensive Plan: a plan that meets the requirements of Sections 163.3177 and 163.3178, Florida Statutes.</p>
(LCB)	<p>Local Coordinating Board: an entity in each designated service area composed of representatives appointed by the official planning agency. Its purpose is to provide assistance to the community transportation coordinator concerning the coordination of transportation disadvantaged services.</p>
(MIS)	<p>Management Information System: the mechanism that collects and reports key operating and financial information for managers on a continuing and regular basis.</p>
(MOA)	<p>Memorandum of Agreement: the state contract included in the transportation disadvantaged service plan for transportation disadvantaged services purchased by federal, state, or local government transportation disadvantaged funds. This agreement is between the Commission and the community transportation coordinator and recognizes the community</p>

transportation coordinator as being responsible for the arrangement of the provision of transportation disadvantaged services for a designated service area.

(MPO)

Metropolitan Planning Organization: the area-wide organization responsible for conducting the continuous, cooperative and comprehensive transportation planning and programming in accordance with the provisions of 23 U.S.C. s. 134, as provided in 23 U.S.C. s. 104(f)(3). Also serves as the official planning agency referred to in Chapter 427, F.S.

Network type: describes how a community transportation coordinator provides service, whether as a complete brokerage, partial brokerage, or sole provider.

(NF)

New Freedom Program: provides new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 USC. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

Non-coordinated Trip: a trip provided by an agency, entity, or operator who is in whole or in part subsidized by local, state, or federal funds, and who does not have coordination/operator contract with the community transportation coordinator.

Non-sponsored Trip: transportation disadvantaged services that are sponsored in whole by the Transportation Disadvantaged Trust Fund.

Objective: specific, measurable conditions that the organization establishes to achieve its goals.

Off Peak: a period of day or night during which travel activity is generally low and a minimum of transit service is operated.

(OPA)

Official Planning Agency: the official body or agency designated by the Commission to fulfill the functions of transportation disadvantaged planning. The Metropolitan Planning Organization shall serve as the planning agency in areas covered by such organizations.

Operating Cost: the sum of all expenditures that can be associated with the operation and maintenance of the system during the particular period under consideration.

Operating Cost per Driver Hour: operating costs divided by the number of driver hours, a measure of the cost efficiency of delivered service.

Operating Cost per Passenger Trip: operating costs divided by the total number of passenger trips, a measure of the efficiency of transporting riders. One of the key indicators

of comparative performance of transit properties since it reflects both the efficiency with which service is delivered and the market demand for the service.

Operating Cost per Vehicle Mile: operating costs divided by the number of vehicle miles, a measure of the cost efficiency of delivered service.

Operating Environment: describes whether the community transportation coordinator provides service in an urban or rural service area.

Operating Expenses: sum of all expenses associated with the operation and maintenance of a transportation system.

Operating Revenues: all revenues and subsidies utilized by the operator in the provision of transportation services.

Operating Statistics: data on various characteristics of operations, including passenger trips, vehicle miles, operating costs, revenues, vehicles, employees, accidents, and roadcalls.

Operator Contract: a written contract between the community transportation coordinator and a transportation operator to perform transportation services.

Organization Type: describes the structure of a community transportation coordinator, whether it is a private-for-profit, private non-profit, government, quasi-government, or transit agency.

Paratransit: elements of public transit that provide service between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon between the user and the provider of the service. Paratransit services are provided by sedans, vans, buses, and other vehicles.

Partial Brokerage: type of CTC network in which the CTC provides some of the on-street transportation services and contracts with one or more other transportation operators, including coordination contractors, to provide the other portion of the on-street transportation disadvantaged services, including coordination contractors.

Passenger Miles: a measure of service utilization which represents the cumulative sum of the distances ridden by each passenger. This is a duplicated mileage count. For example: If 10 people ride together for 10 miles, there would be 100 passenger miles.

Passenger Trip: a unit of service provided each time a passenger enters the vehicle, is transported, then exits the vehicle. Each different destination would constitute a passenger trip. This unit of service is also known as a one-way passenger trip.

Passenger Trips per Driver Hour: a performance measure used to evaluate service

effectiveness by calculating the total number of passenger trips divided by the number of driver hours.

Passenger Trips per Vehicle Mile: a performance measure used to evaluate service effectiveness by calculating the total number of passenger trips divided by the number of vehicle miles.

Performance Measure: statistical representation of how well an activity, task, or function is being performed. Usually computed from operating statistics by relating a measure of service output or utilization to a measure of service input or cost.

Potential TD Population: (formerly referred to as TD Category I) includes persons with disabilities, senior citizens, low income persons, and high risk or at risk children. These persons are eligible to receive certain governmental and social service agency subsidies for program-related trips.

Program Trip: a passenger trip supplied or sponsored by a human service agency for the purpose of transporting clients to and from a program of that agency (e.g., sheltered workshops, congregate dining, and job training).

Public Transit: means the transporting of people by conveyances or systems of conveyances traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be governmental or privately owned. Public transit specifically includes those forms of transportation commonly known as paratransit.

Purchased Transportation: transportation services provided for an entity by a public or private transportation provider based on a written contract.

(RFB) Request for Bids: a competitive procurement process.

(RFP) Request for Proposals: a competitive procurement process.

(RFQ) Request for Qualifications: a competitive procurement process.

Reserve Fund: transportation disadvantaged trust fund monies set aside each budget year to insure adequate cash is available for incoming reimbursement requests when estimated revenues do not materialize.

Revenue Hours: total vehicle hours used in providing passenger transportation, excluding deadhead time.

Revenue Miles: the total number of paratransit service miles driven while TD passengers are

actually riding on the vehicles. This figure should be calculated from first passenger pick-up until the last passenger drop-off, excluding any breaks in actual passenger transport. For example: if 10 passengers rode 10 miles together, there would be 10 revenue miles.

Ridesharing: the sharing of a vehicle by clients of two or more agencies, thus allowing for greater cost efficiency and improved vehicle utilization.

Roadcall: any in-service interruptions caused by failure of some functionally necessary element of the vehicle, whether the rider is transferred or not. Roadcalls exclude accidents.

Rule 41-2, F.A.C.: the rule adopted by the Commission for the Transportation Disadvantaged to implement provisions established in Chapter 427, F.S.

Scheduler: a person who prepares an operating schedule for vehicles on the basis of passenger demand, level of service, and other operating elements such as travel times or equipment availability.

Shuttle: a transit service that operates on a short route, or in a small geographical area, often as an extension to the service of a longer route.

Sole Source: (also referred to as Sole Provider) network type in which the CTC provides all of the transportation disadvantaged services.

Sponsored Trip: a passenger trip that is subsidized in part or in whole by a local, state, or federal government funding source (not including monies provided by the TD Trust Fund).

Standard: something established by authority, custom, or general consent as a model or example.

Stretcher Service: a form of non-emergency paratransit service whereby the rider is transported on a stretcher, litter, gurney, or other device that does not meet the dimensions of a wheelchair as defined in the Americans with Disabilities Act.

Subscription Service: a regular and recurring service in which schedules are prearranged, to meet the travel needs of riders who sign up for the service in advance. The service is characterized by the fact that the same passengers are picked up at the same location and time

and are transported to the same location, and then returned to the point of origin in the same manner.

(SSPP)

System Safety Program Plan: a documented organized approach and guide to accomplishing a system safety program set forth in Florida Rule 14-90.

	<p>Total Fleet: this includes all revenue vehicles held at the end of the fiscal year, including those in storage, emergency contingency, awaiting sale, etc.</p>
(TQM)	<p>Total Quality Management: a management philosophy utilizing measurable goals and objectives to achieve quality management practices.</p>
	<p>Transportation Alternative: those specific transportation services that are approved by rule to be acceptable transportation alternatives, and defined in s. 427.018, F. S.</p>
(TD)	<p>Transportation Disadvantaged: those persons, including children as defined in s. 411.202 F.S., who because of physical or mental disability, income status, or inability to drive due to age or disability are unable to transport themselves or to purchase transportation and have no other form of transportation available. These persons are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, or medically necessary or life-sustaining activities.</p>
	<p>Transportation Disadvantaged Funds: any local government, state or available federal funds that are for the transportation of the transportation disadvantaged. Such funds may include, but are not limited to, funds for planning, Medicaid transportation, transportation provided pursuant to the ADA, administration of transportation disadvantaged services, operation, procurement and maintenance of vehicles or equipment, and capital investments. Transportation disadvantaged funds do not include funds expended by school districts for the transportation of children to public schools or to receive service as a part of their educational program.</p>
	<p>Transportation Disadvantaged Population: (formerly referred to as TD Category II) persons, including children, who, because of disability, income status, or inability to drive due to age or disability are unable to transport themselves.</p>
(TDSP)	<p>Transportation Disadvantaged Service Plan: a three-year implementation plan, with annual updates developed by the CTC and the planning agency which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local Coordinating Board.</p>
	<p>Transportation Disadvantaged Trust Fund: a fund administered by the Commission for the Transportation Disadvantaged in which all fees collected for the transportation disadvantaged program shall be deposited. The funds deposited will be appropriated by the legislature to the Commission to carry out the Commission's responsibilities. Funds that are deposited may be used to subsidize a portion of a transportation disadvantaged person's transportation costs which are not sponsored by an agency.</p>

Transportation Operator: a public, private for profit, or private non-profit entity engaged by the community transportation coordinator to provide service to the transportation disadvantaged pursuant to an approved coordinated transportation system transportation disadvantaged service plan.

Transportation Operator Contract: the Commission's standard coordination/operator contract between the community transportation coordinator and the transportation operator that outlines the terms and conditions for any services to be performed.

Trend Analysis: a common technique used to analyze the performance of an organization over a period of time.

Trip Priorities: various methods for restricting or rationing trips.

Trip Sheet: a record kept of specific information required by ordinance, rule or operating procedure for a period of time worked by the driver of a public passenger vehicle in demand-response service. Also known as a driver log.

(UPHC) Unduplicated Passenger Head Count: the actual number of people that were provided paratransit transportation services, not including personal care attendants, non-paying escorts, or persons provided fixed schedule/fixed route service.

Unmet Demand: the number of trips desired but not provided because of insufficient service supply.

Urbanized Area: a city (or twin cities) that has a population of 50,000 or more (central city) and surrounding incorporated and unincorporated areas that meet certain criteria of population size of density.

(USDHHS) U.S. Department of Health and Human Services: a federal agency regulating health and human services.

(USDOT) U.S. Department of Transportation: a federal agency regulating the transportation field.

Van Pool: a prearranged ride-sharing service in which a number of people travel together on a regular basis in a van. Van pools are commonly a company-sponsored van that has a regular volunteer driver.

Vehicle Inventory: an inventory of vehicles used by the CTC, transportation operators, and coordination contractors for the provision of transportation disadvantaged services.

Vehicle Miles: the total distance traveled by revenue vehicles, including both revenue miles



and deadhead miles.

Vehicle Miles per Vehicle: a performance measure used to evaluate resource utilization and rate of vehicle depreciation, calculated by dividing the number of vehicle miles by the total number of vehicles.

Vehicles: number of vehicles owned by the transit agency that are available for use in providing services.

Volunteers: individuals who do selected tasks for the community transportation coordinator or its contracted operator, for little or no compensation.

Will-Calls: these are trips that are requested on a demand response basis, usually for a return trip. The transportation provider generally knows to expect a request for a will-call trip, but cannot schedule the trip in advance because the provider does not know the exact time a passenger will call to request his/her trip.

LEE COUNTY LOCAL COORDINATING BOARD MEMBERSHIP CERTIFICATION

MPO Name: Lee County Metropolitan Planning Organization; 815 Nicholas Parkway East, Cape Coral, Florida 33990

The Lee County Metropolitan Planning Organization named above hereby certifies to the following:

1. The membership of the Lee County Local Coordinating Board, established pursuant to Rule 41-2.012(3), *FAC*, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: _____ Date: May 19, 2017

Councilman Rick Williams, MPO Chair

	The Lee LCB has a Representative of:	Voting Member	Term Expires	Alternate's Name	Term Expires
1	The MPO or DOPA shall appoint one elected official to serve as the official Chairperson for all Coordinating Board meetings.	Jessica Cosden	December 2017	No alternate by law	
2	A. A local representative of the Florida Department of Transportation (FDOT)	Debra Stephens	Agency	Pam Barr	Agency
3	B. A local representative of the Florida Department of Children and Families (DCF)	Donna Torres	Agency	Nicole Negron	Agency
4	C. A local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible	Roger Lloyd	Agency	Vacant	
5	D. In areas where they exist, a local representative of the Division of Vocational Rehabilitation Services or the Division of Blind Services, representing the Department of Education	Mary Watford	Agency	Flora Gonzalez	Agency
6	E. A person recommended by the local Veterans Service Office, representing Veterans of the county	Vacant		Vacant	
7	F. A person recognized by the Florida Association for Community Action representing the economically disadvantaged	Kim Hustad	Agency	Robin Jewett	Agency
8	G. A person over age 60 representing the Elderly in the county	Linda Carter	July 2019	Vacant	

	The Lee LCB has a Representative of:	Voting Member	Term Expires	Alternate's Name	Term Expires
9	H. A person with a disability representing the disabled in the county	Vacant		Vacant	
10	I--1.[One of Two] Citizen Advocates in the County	Michael Pierce	July 2017	Vacant	
11	I--2. [One of two] Citizen Advocates this one must be a person who uses the transportation service(s) of the system as their primary means of transportation.	Vacant		Vacant	
12	J. A local representative for children at risk	Lorena Rodriguez	Agency	Sally Kreuzscher	Agency
13	K. In areas where they exist, the Chairperson or designee of the local Mass Transit or Public Transit System's Board, except in cases where they are also the Community Transportation Coordinator.	Steve Myers	Agency	Peter Gajdjis Jill Brown	Agency
14	L. A local representative of the Florida Department of Elder Affairs	Shelby Yelvington	Agency	Rebecca MacKenzie	Agency
15	M. An experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed, except where said representative is also the Community Transportation Coordinator.	Michael Griffin	December 2017	Anna Callwood	March 2018
16	N. A local representative of the Florida Agency for Health Care Administration	Joe Martinez	Agency	Patricia Brooks	Agency
17	O. A representative of the Regional Workforce Development Board established in Chapter 445, <i>Florida Statutes</i>	Deborah Reardon	Agency	Jim Wall	Agency
18	P. A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, hospitals, local health department or other home and community based services, etc.	Heidi Shoriak	Agency	Vacant	Agency

TDSP ROLL CALL VOTE

REPRESENTATION	MEMBER	YES	NO	ALTERNATE	YES	NO	ABSENT
Chairperson	Cncl Cosden	X					
FDOT	Deb Stephens	X		Pam Barr			
DCF	Donna Stephens			Nicole Negron	X		
Lee School District	Roger Lloyd			Vacant			X
FDOE	Mary Watford			Flora Gonzalez	X		
Veterans	Vacant			Vacant			
Community Action	Kim Hustad			Robin Jewett			X
Elderly	Linda Carter			Vacant			
Representing the Disabled	Vacant			Vacant			
Citizen Advocate	Michael Pierce			Vacant			X
Citizen Advocate Using System	Vacant			Vacant			
Children at Risk	Lorena Rodriguez			Sally Kreuzcher			X
Public Transit	Steve Myers			Peter Gajdys	X		
DEA	Shelby Yelvington	X		Becky MacKenzie			
Private Transportation Industry	Michael Griffin			Anna Callwood			X
AHCA	Joe Martinez	X		Patricia Brooks			
Career Source SWFL	Deb Reardon			Jim Wall			X
Local medical community	Heidi Shoriak	X					

The Coordinating Board hereby certifies that the rates contained herein have been thoroughly reviewed, evaluated and approved. This Transportation Disadvantaged Service Plan was reviewed in its entirety and approved by this Board on May 5, 2017.

Approved by the Lee County Local Coordinating Board for the Transportation Disadvantaged

5/5/17 _____
 Date **Jessica Cosden - Cape Coral City Council**

Approved by the Commission for the Transportation Disadvantaged

 Date **Steven Holmes, Executive Director**

I. DEVELOPMENT PLAN

A. INTRODUCTION TO THE SERVICE AREA

1. Background of the Transportation Disadvantaged Program

The purpose of this section is to provide information about the organization and development of Florida's Transportation Disadvantaged Program in Lee County. This Plan shall serve as the Coordinated Public Transit-Human Services Transportation Plan.

The transportation disadvantaged are defined in Chapter 427, Florida Statutes as:

“those persons who because of physical or mental disability, income status, age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are person with a disability or high-risk or at risk as defined in s. 422.202, Florida Statutes.”

The 1979 Florida Legislature passed the Transportation Services Act, (Chapter 427, *Florida Statutes*), which called for the coordination at the County level of all Federal and State expenditures for the "transportation disadvantaged." At that time, the Coordinating Council of the Transportation Disadvantaged (CCTD) was formed. Besides overseeing the coordination of state and federally funded programs that provided or purchased transportation for its clients, the Council also provided evaluation and identification of policies, laws, and rule changes to improve mobility for those people in need of access to transportation for their daily living.

In 1989, the Florida Legislature reviewed Chapter 427, *Florida Statutes*, according to the States Regulatory Sunset Act, Chapter 11.61, *Florida Statutes*. During this legislative review, the Legislature reenacted Chapter 427, *Florida Statutes*, with major revisions. As a result, the Commission for the Transportation Disadvantaged is the agency authorized to implement the transportation disadvantaged program in Florida. Through Chapter 427, *Florida Statutes*, and Rule 41-2, *Florida Administrative Code*, the Commission for the Transportation Disadvantaged is responsible for accomplishing the coordination of transportation services provided to transportation disadvantaged individuals in the state of Florida.

The following sections identify each of the major components of Florida's Transportation Disadvantaged Program.

Florida Commission for the Transportation Disadvantaged (CTD)

The Florida Commission for the Transportation Disadvantaged is an independent commission housed administratively within the Florida Department of Transportation and reports to the Governor and the Legislature. The purpose of the Commission is to accomplish the coordination of transportation services to the transportation disadvantaged. The Commission is responsible for establishing policies, procedures and standards for the delivery of statewide coordinated transportation disadvantaged services; administering the Transportation Disadvantaged Trust Fund; providing statewide training and technical assistance to local partners in establishing coordinated transportation systems, managing contracts, and developing a five-year plan to address the transportation needs of transportation disadvantaged persons.

The commission works cooperatively with state, local and federal agencies to assure that state agencies purchase transportation services from within the coordinated system unless a more cost-effective provider outside the system can be found. Currently, all of Florida's 67 counties have coordinated systems managed

by 49 community transportation coordinators. Some of these community transportation coordinators serve regional areas.

The Florida Commission for the Transportation Disadvantaged (CTD) is comprised of seven (7) members all of whom are appointed by the Governor, five (5) of the members must have significant experience in the operation of a business, and it is the intent of the Legislature that, when making an appointment, the Governor selects persons who reflect the broad diversity of the business community in this state, as well as the racial, ethnic, geographical and gender diversity of the population of this state. Two of the members must have a disability and use the transportation disadvantaged system.

Each member shall represent the needs of the transportation disadvantaged throughout the state. A member may not subordinate the needs of the transportation disadvantaged in general in order to favor the needs of others residing in a specific location in the state.

Members are appointed to a term of four years and may be reappointed for one additional four year term. According to Florida Statute 427.012, at any given time, at least one member must be at least 65 years of age. The Governor may remove any member of the Commission for cause.

The Chairperson shall be appointed by the Governor and the Vice-Chairperson of the Commission shall be elected annually from the membership of the Commission.

Designated Official Planning Agencies (DOPA)



The designated official planning agency is responsible for transportation disadvantaged planning in a given area. In the urbanized areas of the state, the planning agencies are metropolitan planning organizations (MPOs).

The Lee County Metropolitan Planning Organization (MPO) was designated by the CTD to oversee the TD planning functions for Lee County.

The planning agency is responsible for:

- ✚ Preparing a Transportation Improvement Program that includes a TD element.
- ✚ Recommending a Community Transportation Coordinator to the TD Commission.
- ✚ Appointing a Local Coordinating Board for the Transportation Disadvantaged.
- ✚ Providing staff support to the Local Coordinating Board.
- ✚ Preparing and submitting grant applications to the Commission.
- ✚ Preparing and submitting the Coordinated Transportation Development Plan (TDSP) and its annual updates to the Commission.

Local Coordinating Board (LCB)

The designated official planning agency (DOPA) is responsible for appointing a local coordinating board in each county. The purpose of the coordinating board is to provide advice and direction to the Community Transportation Coordinator (CTC) concerning the coordination of transportation services. According to Rule 41-2 of the FAC, there are 1 members appointed to the local coordinating board. The DOPA appoints an elected official to serve as the official chairperson for all local coordinating board meetings. The Vice-Chairperson is elected annually by the voting members of the Board.

The duties of the Local Coordinating Board include:

- ✦ Review and approve the Memorandum of Agreement and the Transportation Disadvantaged Service Plan drafted by the CTC, prior to submittal to the Commission.
- ✦ Evaluate services provided by the CTC under the approved Transportation Disadvantaged Service Plan.
- ✦ In cooperation with the CTC, review and provide recommendations to the Commission on funding applications affecting the transportation disadvantaged.
- ✦ Review the coordination strategies of service provision to the transportation disadvantaged in the designated service area.
- ✦ Evaluated multi-county or regional transportation opportunities.
- ✦ Appoint a Grievance Committee to serve as a mediator.
- ✦ Prepare a consolidated Annual Budget Estimate.
- ✦ Review and approve the Coordinated Transportation Development Service Plan (TDSP) and its updates for consistency with approved guidelines, goals and objectives of the Local Coordinating Board.
- ✦ Work in conjunction with the planning agencies in the recommended selection of the Community Transportation Coordinator.



Ms. Linda Carter, long time member, and currently representing the veterans.

Community Transportation Coordinator (CTC)

The Community Transportation Coordinator is the agency or organization in each county responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged.



The Community Transportation Coordinator is the agency or organization in each county responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged. The Community Transportation Coordinator may provide all or a portion of transportation disadvantaged service in a designated service area. Community Transportation Coordinators may also subcontract or broker services if it is cost effective and efficient. The Community Transportation Coordinator (CTC) is responsible for the short-range operational planning, administration, monitoring, coordination, arrangement and delivery of transportation disadvantaged services originating within their designated service area on a full-time basis. In that context they have the following powers and duties:

- ✦ Develop, implement and monitor an approved *Coordinated Transportation Disadvantaged Service Plan*.
- ✦ Execute uniform contracts for service.
- ✦ Collect annual operating data for submittal to the TD Commission.
- ✦ Review annually all transportation operator contracts.
- ✦ Maximize the utilization of school bus and public transportation services in accordance with Chapter 427.0158.
- ✦ In cooperation with a functioning Coordinating Board, review all applications for local government, federal and state transportation disadvantaged funds, and develop and implement cost effective coordination strategies.
- ✦ In cooperation with the Coordinating Board, develop and implement and monitor a one year approved Transportation Disadvantaged Service Plan.
- ✦ In cooperation with the Coordinating Board, develop and negotiate a Memorandum of Agreement outlining the services planned for submittal to the Commission.
- ✦ Have full responsibility for the delivery of transportation services for the transportation disadvantaged as outlined in Chapter 427.015(2), *F.S.*

Based on either negotiations or a competitive proposal process, the official planning agency selects a Community Transportation Coordinator (CTC) for recommendation to the Florida Commission for the Transportation Disadvantaged which has final approval.

Good Wheels, Inc. is the designated CTC for Lee County. The CTC contracts out some of the service to transportation operators.

2. Community Transportation Coordinator Designation Date/History

Lee County's Transportation Disadvantaged program has a long history. In the late 1970's and early 1980's, service was provided through the Dr. Ella Piper Center and the Senior Friendship Center with assistance from Lee County Transit's "Help Bus." Later, Community Transit was designated the Community Coordinated Transportation Provider, and then their parent company, Care Cab, provided the service. When Care Cab resigned in May of 1990, Goodwill of Southwest Florida, Inc. was appointed the Community Transportation Coordinator. Goodwill formed a separate organization, Good Wheels, Inc., to

perform the duties of the TD program. In March 1995, the Lee County Local Coordinating Board completed its Request for Proposal for a Community Transportation Coordinator by selecting COMSIS as the CTC for Lee County. That selection was recommended by the Lee County MPO, and then COMSIS was designated the CTC for Lee County by the Commission for the Transportation Disadvantaged in April 1995. COMSIS began their brokerage operations in Lee County on July 1, 1995. Later in 1995, COMSIS became Comsis Mobility Services, Inc. and, during FY 1996-97, Comsis Mobility Services, Inc, also known as COMSIS, or CMS, became, *Intelitran, Inc.*

During the 1999-2000 FY, the Lee MPO conducted a competitive procurement process for a complete brokerage community transportation coordinator. Through that process, on May 18, 2000 the Commission for the Transportation Disadvantaged designated *Intelitran* to be the CTC for Lee County for a three year contract starting July 1, 2000. (*Intelitran* eventually became ATC-Paratransit.)

During the 2002-03 FY, the Lee MPO conducted a competitive procurement process for a community transportation coordinator. Through that process, on April 25, 2003 the Commission for the Transportation Disadvantaged designated Good Wheels, Inc. to be the CTC for Lee County for a three year contract starting July 1, 2003. In September 2003 that contract was extended through a CTD executive order to June 30, 2008.

During the 2007-08 FY, the Lee MPO conducted a competitive procurement process for a community transportation coordinator. Through that process, on June 20, 2008, the Commission for the Transportation Disadvantaged designated Good Wheels, Inc. to be the CTC for Lee County for a five-year contract for the period of July 1, 2008 through June 30, 2013.

During the 2012-13 FY, the Lee MPO conducted a competitive procurement process for a community transportation coordinator. Through that process, on May 21, 2013, the Commission for the Transportation Disadvantaged designated Good Wheels, Inc. to be the CTC for Lee County for a five-year contract for the period of July 1, 2013 through June 30, 2018. A copy of the letter dated July 9, 2013 in which the Commission designated Good Wheels, Inc. as the CTC for Lee County is attached in *Exhibit A*.



Existing Conditions

STATE OF FLORIDA
LOCAL AREA UNEMPLOYMENT STATISTICS BY METROPOLITAN STATISTICAL AREA (MSA) AND METROPOLITAN DIVISION (MD)
(NOT SEASONALLY ADJUSTED)

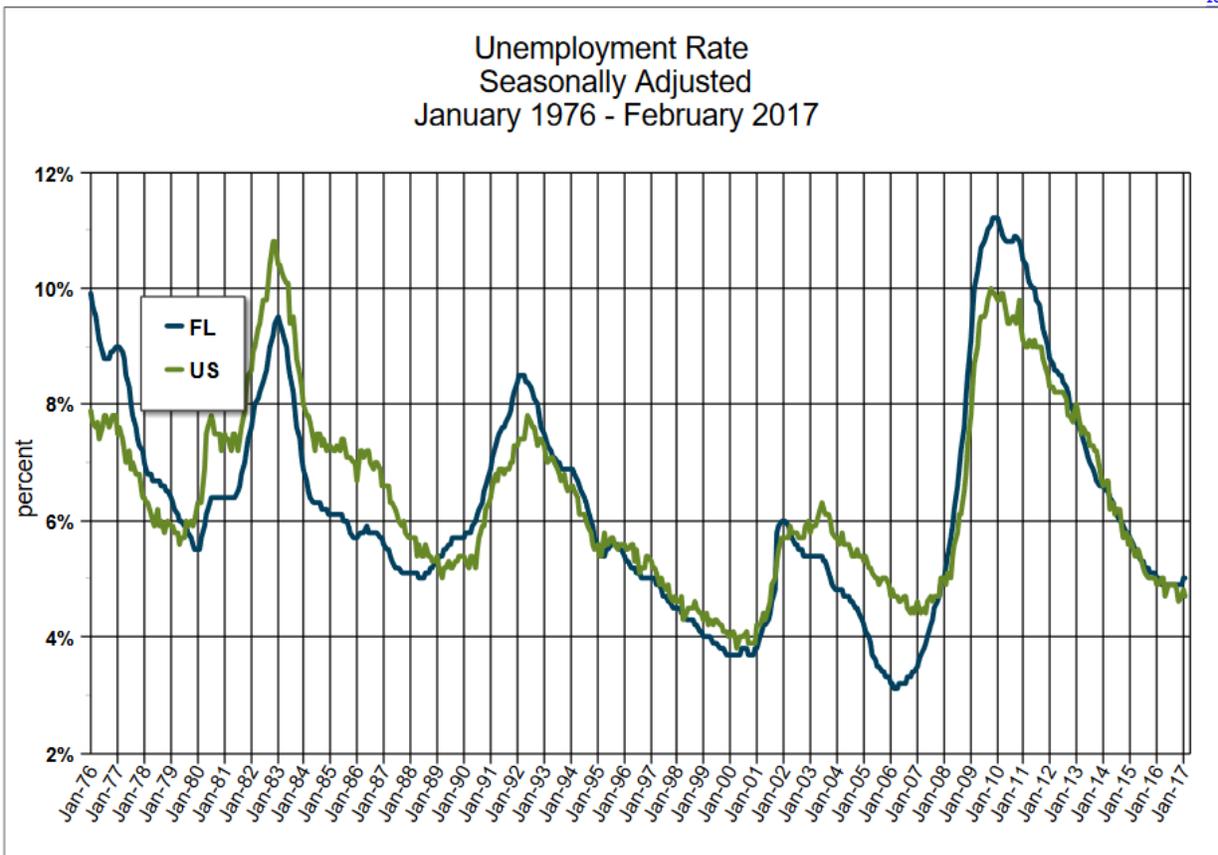
MSA/MD	FEBRUARY 2017				JANUARY 2017				FEBRUARY 2016			
	LABOR FORCE	EMPLOYMENT	UNEMPLOYMENT LEVEL	UNEMPLOYMENT RATE	LABOR FORCE	EMPLOYMENT	UNEMPLOYMENT LEVEL	UNEMPLOYMENT RATE	LABOR FORCE	EMPLOYMENT	UNEMPLOYMENT LEVEL	UNEMPLOYMENT RATE
Cape Coral-Fort Myers MSA	336,144	321,255	14,889	4.4%	332,808	316,118	16,690	5.0%	328,942	314,489	14,453	4.4%
Crestview-Fort Walton Beach-Destin MSA	121,037	116,051	4,986	4.1%	119,728	114,007	5,721	4.8%	117,609	112,648	4,961	4.2%
Deltona-Daytona Beach-Ormond Beach MSA	296,673	281,677	14,996	5.1%	293,238	276,398	16,840	5.7%	287,212	272,644	14,568	5.1%
Gainesville MSA	143,964	138,087	5,877	4.1%	142,539	135,771	6,768	4.7%	138,271	132,701	5,570	4.0%
Homosassa Springs MSA	48,101	44,874	3,227	6.7%	47,409	43,795	3,614	7.6%	47,724	44,507	3,217	6.7%
Jacksonville MSA	751,627	717,592	34,035	4.5%	738,470	700,297	38,173	5.2%	720,409	687,118	33,291	4.6%
Lakeland-Winter Haven MSA	292,536	276,955	15,581	5.3%	290,206	272,632	17,574	6.1%	280,665	265,414	15,251	5.4%
Miami-Fort Lauderdale-West Palm Beach MSA	3,106,770	2,957,727	149,043	4.8%	3,103,136	2,944,648	158,488	5.1%	3,033,358	2,888,664	144,694	4.8%
Fort Lauderdale-Pompano Beach-Deerfield Beach	1,023,094	977,251	45,843	4.5%	1,019,395	968,437	50,958	5.0%	993,899	949,371	44,528	4.5%
Miami-Miami Beach-Kendall MD	1,359,030	1,289,736	69,294	5.1%	1,360,889	1,291,079	69,810	5.1%	1,334,342	1,266,271	68,071	5.1%
West Palm Beach-Boca Raton-Delray Beach MD	724,646	690,740	33,906	4.7%	722,852	685,132	37,720	5.2%	705,117	673,022	32,095	4.6%
Naples-Immokalee-Marco Island MSA	171,111	163,489	7,622	4.5%	170,859	162,270	8,589	5.0%	170,562	163,200	7,362	4.3%
North Port-Sarasota-Bradenton MSA	362,474	346,456	16,018	4.4%	359,357	341,360	17,997	5.0%	348,709	333,259	15,450	4.4%
Ocala MSA	135,823	128,090	7,733	5.7%	135,322	126,701	8,621	6.4%	130,225	122,737	7,488	5.8%
Orlando-Kissimmee-Sanford MSA	1,291,583	1,235,950	55,633	4.3%	1,276,910	1,214,501	62,409	4.9%	1,235,461	1,180,450	55,011	4.5%
Palm Bay-Melbourne-Titusville MSA	267,459	254,211	13,248	5.0%	265,542	250,849	14,693	5.5%	256,986	243,455	13,531	5.3%
Panama City MSA	94,093	89,298	4,795	5.1%	92,776	87,269	5,507	5.9%	91,836	87,166	4,670	5.1%
Pensacola-Ferry Pass-Brent MSA	218,850	208,642	10,208	4.7%	217,000	205,313	11,687	5.4%	212,027	202,014	10,013	4.7%
Port St. Lucie MSA	209,837	199,214	10,623	5.1%	209,145	197,086	12,059	5.8%	203,927	193,456	10,471	5.1%
Punta Gorda MSA	71,723	68,029	3,694	5.2%	71,011	66,898	4,113	5.8%	68,746	65,112	3,634	5.3%
Sebastian-Vero Beach MSA	64,138	60,578	3,560	5.6%	64,121	60,107	4,014	6.3%	61,966	58,397	3,569	5.8%
Sebring MSA	37,949	35,650	2,299	6.1%	37,622	35,062	2,560	6.8%	35,881	33,593	2,288	6.4%
Tallahassee MSA	192,663	184,086	8,577	4.5%	190,343	180,379	9,964	5.2%	186,130	177,784	8,346	4.5%
Tampa-St. Petersburg-Clearwater MSA	1,505,188	1,436,783	68,405	4.5%	1,492,902	1,416,596	76,306	5.1%	1,457,468	1,391,231	66,237	4.5%
The Villages MSA	30,288	28,179	2,109	7.0%	30,038	27,753	2,285	7.6%	28,999	26,958	2,041	7.0%
Florida (Not Seasonally Adjusted)	10,045,000	9,574,000	472,000	4.7%	9,976,000	9,454,000	521,000	5.2%	9,734,000	9,273,000	461,000	4.7%
Florida (Seasonally Adjusted)	10,058,000	9,557,000	501,000	5.0%	9,996,000	9,492,000	504,000	5.0%	9,757,000	9,272,000	485,000	5.0%
United States (Not Seasonally Adjusted)	159,482,000	151,594,000	7,887,000	4.9%	158,676,000	150,527,000	8,149,000	5.1%	158,279,000	150,060,000	8,219,000	5.2%
United States (Seasonally Adjusted)	160,056,000	152,528,000	7,528,000	4.7%	159,716,000	152,081,000	7,635,000	4.8%	158,888,000	151,043,000	7,845,000	4.9%

Released: Friday, March 24, 2017

NOTE: Items may not add to totals or compute to displayed percentages due to rounding. All data are subject to revision.

FL Department of Economic Opportunity: <http://www.floridajobs.org/labor-market-information/data-center/statistical-programs/local-area-unemployment-statistics#>

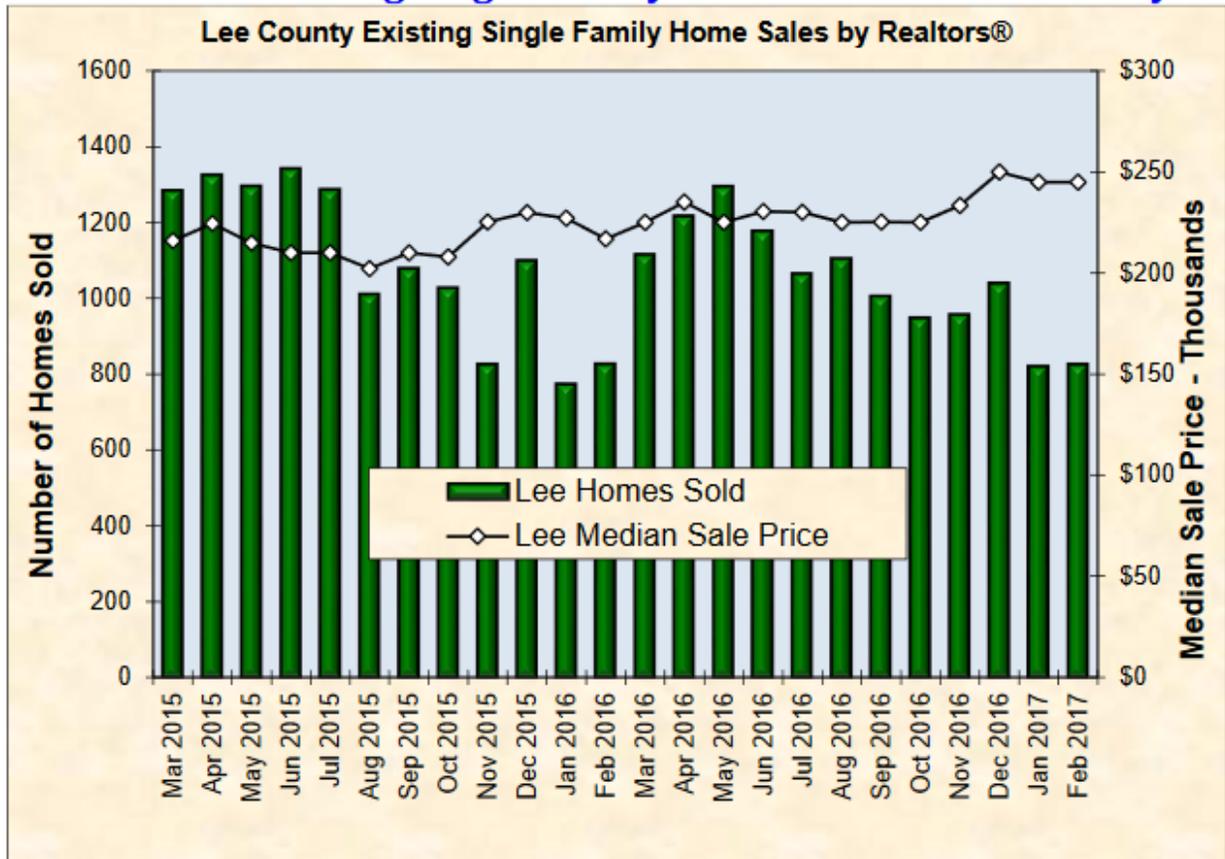
Below is the seasonally adjusted unemployment rate from January 1976 to February 2017.



Source: U.S. Department of Labor, Bureau of Labor Statistics, [Local Area Unemployment Statistics Program \(LAUS\)](#)

Prepared by: Florida Department of Economic Opportunity, [Bureau of Labor Market Statistics](#), released Friday, March 24, 2017

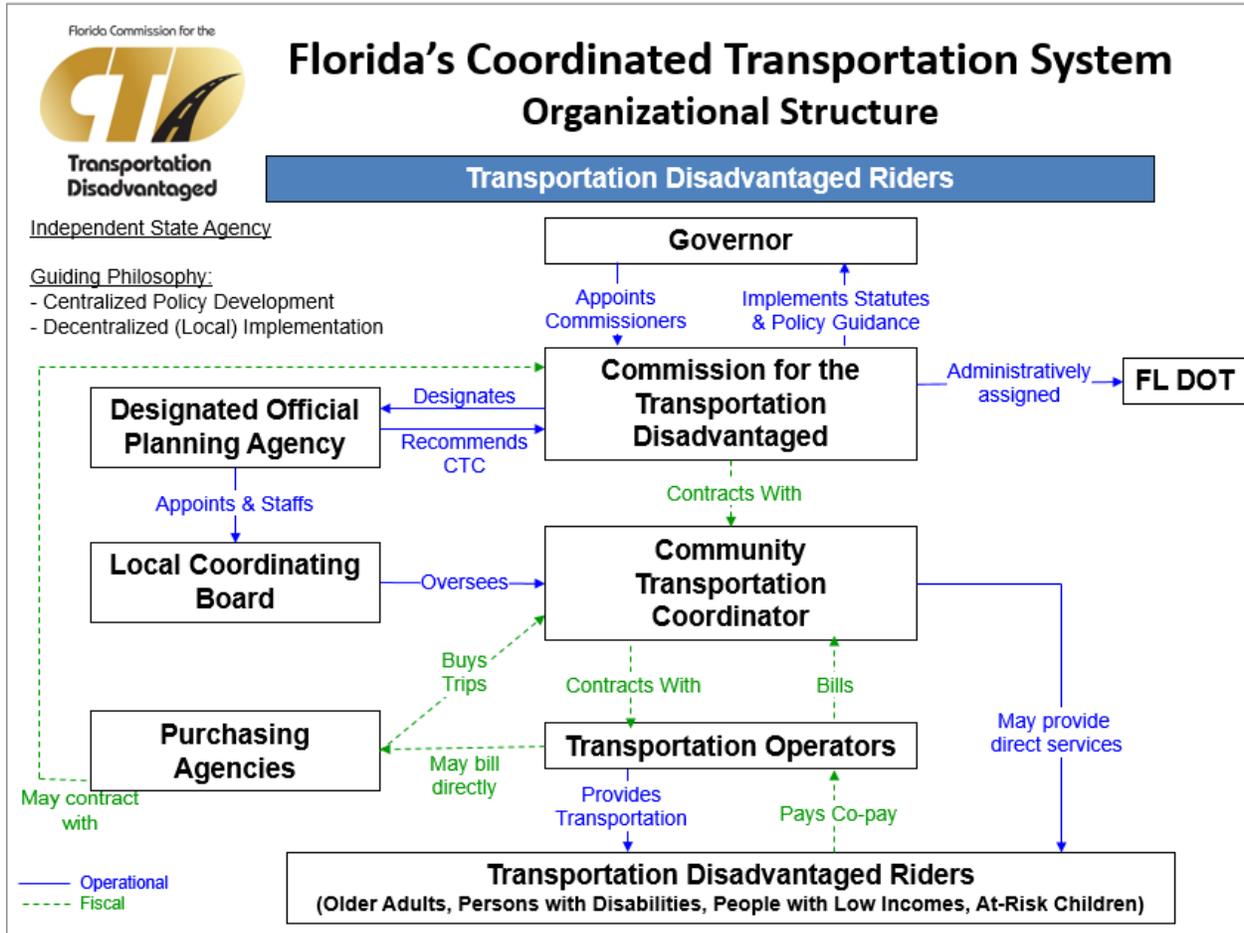
The chart below shows Lee County had sales of 824 single family units in February 2017, a decrease of one unit from February 2015. Median price had an increase of \$28,000 to \$245,000.



Source: Realtor® Association of Greater Fort Myers and the Beach, Inc.
 SWFL Regional Economic Indicators: FGCU

The unemployment rate for the transportation disadvantaged is much higher than the countywide average and for those prospective workers transportation is a big issue and a barrier for them finding work. At the current time the funding available for the TD program is not even enough to cover all of the necessary medical trips, let alone transportation to work or to the store. Future trends on funding and need are expected to widen as the population of Lee County and Florida gets older and the funding continues to decrease. The percentage of people over 65 years of age in Florida is currently at 17% and this is expected to increase to over 27% by 2030 further exacerbating the problem.

3. Organization Structure



4. Consistency Review of Other Plans

a. Local Government Comprehensive Plans

The local comprehensive planning process involves essentially four basic steps:

- 1) The collection and analysis of pertinent data concerning the physical and socio-economic characteristics of the study area;
- 2) The formulation of goals for future growth and development;
- 3) The development of objectives and policies guided by the goals which are the essence of the Comprehensive Plan; and
- 4) The implementation of the Comprehensive Plan.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County Comprehensive Plan, *“The Lee Plan 2012 Codification As amended through June 2012.”*

b. Strategic Regional Policy Plan

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the *Strategic Regional Policy Plan* of the Southwest Florida Regional Planning Council, Adopted September 15, 2011.

c. LeeTran Ten-Year Transit Development Plan 2012-2021

The transit development plan (TDP) is the long-range financial and planning document of Lee County's transit system (LeeTran), and must be consistent with local government comprehensive plans. Transit providers must develop and maintain a TDP in accordance with state statutes in order to remain eligible for state transit block grants. The transit agency must provide an annual progress report to the Florida Department of Transportation in September of every year. A major update is required every five years. The current effort for which this TDP has been prepared for is the **2012-2021** TDP major update. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County Transit Development Plan.

d. Commission for the Transportation Disadvantaged 5 yr/20 yr Plan

“Our Mission” – To insure the availability of efficient, cost-effective and quality transportation services for transportation disadvantaged persons.”

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Commission for the Transportation Disadvantaged's 5 year/20 year plan.

e. 2040 Long Range Transportation Plan for the Fort Myers-Cape Coral Metropolitan Area Adopted: December 18, 2015

The purpose of the Lee County Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP) is to develop a process and a plan to address the future multimodal transportation needs of the Lee County area. It is a plan which coordinates and guides the capital improvement programs of the Florida Department of Transportation (FDOT) and its member local governments, as well as recognizes the ongoing maintenance and operational activities of these entities. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County MPO Long Range Plan.

f. Transportation Improvement Program (TIP)

The TIP lists those highway, aviation, transportation enhancement, transit, transportation disadvantaged program, and intermodal projects that are currently programmed in the Florida Department of Transportation (FDOT) *Five-Year Work Program*, including the amount and source of funding, the implementation phases for which funds have been allocated (i.e., design, right-of-way acquisition and construction) and the years in which each phase is currently programmed. In order for these projects to be eligible for federal transportation funding, they must appear in this TIP. Projects programmed in the Lee County, City of Cape Coral, City of Fort Myers, City of Bonita Springs, Town of Fort Myers Beach and City of Sanibel capital improvement programs are also included in the TIP, for information purposes only. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County MPO Transportation Improvement Program, TIP.

g. LeeTran TLC Plan Locally Coordinated Human Services Transportation Plan

In 2008, LeeTran together with the Lee County MPO developed the Locally Coordinated Human Services Transportation Plan (LCHSTP) to meet the criteria outlined in the SAFETEA-LU legislation regarding the Federal Transit Administration (FTA) Section 5316 “Job Access Reverse Commute (JARC)” Program, the Federal Transit Administration (FTA) Section 5317 New Freedoms (NF) Program, and Federal Transit Administration (FTA) Section 5310 Special Needs of Elderly and Individuals with Disabilities (E&D) funding programs. The LCHSTP assists the County in taking a broader perspective for coordinating public transportation services in the area and is specifically meant to ensure that public transportation services and improvements benefit elderly, disabled, low income and unemployed populations. The JARC funding allocation was \$147,513 in FY 2006, \$155,494 in FY 2007 \$168,452 in FY 2008, \$197,719 in FY 2009, \$189,042 in FY 2010, \$188,758 in FY 2011, \$190,561 in FY 2012 and \$19,056 in FY 2013 and the New Freedom funding allocation was \$102,886 in FY 2006, \$117,307 in FY 2007, \$126,721 in FY 2008, \$146,069 in FY 2009, \$143,358 in FY 2010, \$144,098 in FY 2011, \$145,773 in FY 2012, and \$145,773 in FY 2013.

The LCHSTP was developed using an extensive public involvement process to gain input on transportation deficiencies. Two public workshops were held to help shape the LCHSTP (on May 13, 2008 and June 17, 2008) as well additional public input that was received through the TAC, CAC and MPO Board meetings prior to finalizing the document. A project selection process and scoring criteria was developed using the input that was provided and a selection committee was formed and approved by the MPO Board. The LCHSTP was adopted in August 2008 and the entire document can be found on the MPO’s website at www.leemppo.com under documents.

List of the priorities from the TLC Plan:

- ✦ Increased Fixed Route Frequencies;
- ✦ Increased Fixed Route Weekend Service;
- ✦ Subsidized Vanpools; Educational Programs;
- ✦ Expand Para-transit Service;
- ✦ Later Evening Fixed Route Service;
- ✦ Transit Infrastructure;
- ✦ Circulator/Flexible Routes;
- ✦ Park & Ride Lots; and
- ✦ Connection of Service to Collier County.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County MPO Locally Coordinated Human Services Transportation Plan.

Additionally, the coordinated transportation disadvantaged program as coordinated by the Community Transportation Coordinator, (CTC) has identified these funding needs:

- ✚ Operating assistance
- ✚ Match for operating assistance
- ✚ Capital assistance for vehicles
- ✚ Match for capital assistance for vehicles
- ✚ Capital assistance to upgrade and maintain the CTC facility
- ✚ Match for capital to upgrade and maintain the CTC facility

1. **Public Participation**



The Lee County Transportation Disadvantaged Coordinating Board includes representatives of public, private and non-profit transportation and human services providers as well as the public to participate in the development and update of the Lee County Transportation Disadvantaged Service Plan. The Transportation Disadvantaged Service Plan is developed through input of the Lee County Transportation Disadvantaged Board whose membership includes citizens and human service providers.

The Lee LCB meetings are held in ADA accessible locations and open to the public. In addition to the membership listed above, the mailing list for the LCB quarterly agendas include transportation partners, transportation disadvantaged passengers and advocates, human service organizations, faith-based and community based organizations, local school districts and others. The LCB seeks input from the public at all its meetings and makes a concerted effort to include many community partners and advocacy groups in the planning, evaluation and service development processes throughout the year. In addition, an annual public workshop is held and advertised to the public as required under the CTD regulations.

As part of the development of the TDSP, input was solicited from the Lee County Metropolitan Planning Organization (MPO), the MPO's Technical Advisory Committee and the MPO's Citizen Advisory Committee. All these meetings are open to the public too.

B. SERVICE AREA PROFILE/DEMOGRAPHICS

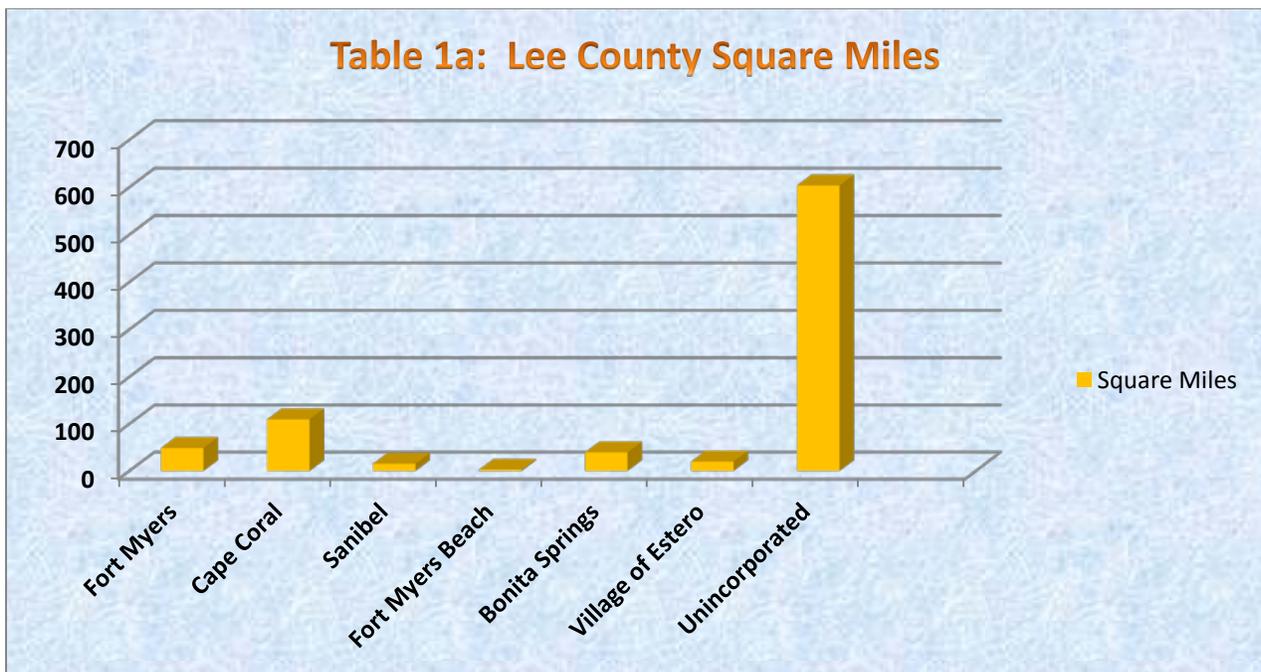
1. Service Area Description

Lee County, Florida was founded on May 12, 1887 and named in honor of General Robert E. Lee. The County, located on the Gulf coast of Florida, encompasses approximately 811 square miles including several small islands in the Gulf of Mexico. The County is bordered by Charlotte County to the north, Hendry County to the east, Collier County to the south and the Gulf of Mexico to the west. Four incorporated municipalities are located on the mainland: Fort Myers (the county seat); Bonita Springs, Cape Coral and the Village of Estero. Fort Myers Beach, a fourth municipality, is located on Estero Island and a fifth municipality, Sanibel, is situated on the island of the same name. A map showing the municipalities and the unincorporated area is on **page 36**. The unincorporated communities include Alva, Captiva Island, Lehigh Acres, Matlacha, North Fort Myers, Pine Island and Tice.

TABLE 1
Square Miles For Each Incorporated Municipality and the County

Land Area	Square Miles
Fort Myers	48.865
Cape Coral	109.9
Sanibel	15.3
Fort Myers Beach	2.5
Bonita Springs	39.6
Village of Estero	20.0
Unincorporated Area	603.8
Total Square Miles	839.965

Source: Lee County Property Appraiser’s Office GIS Dept. (2016)

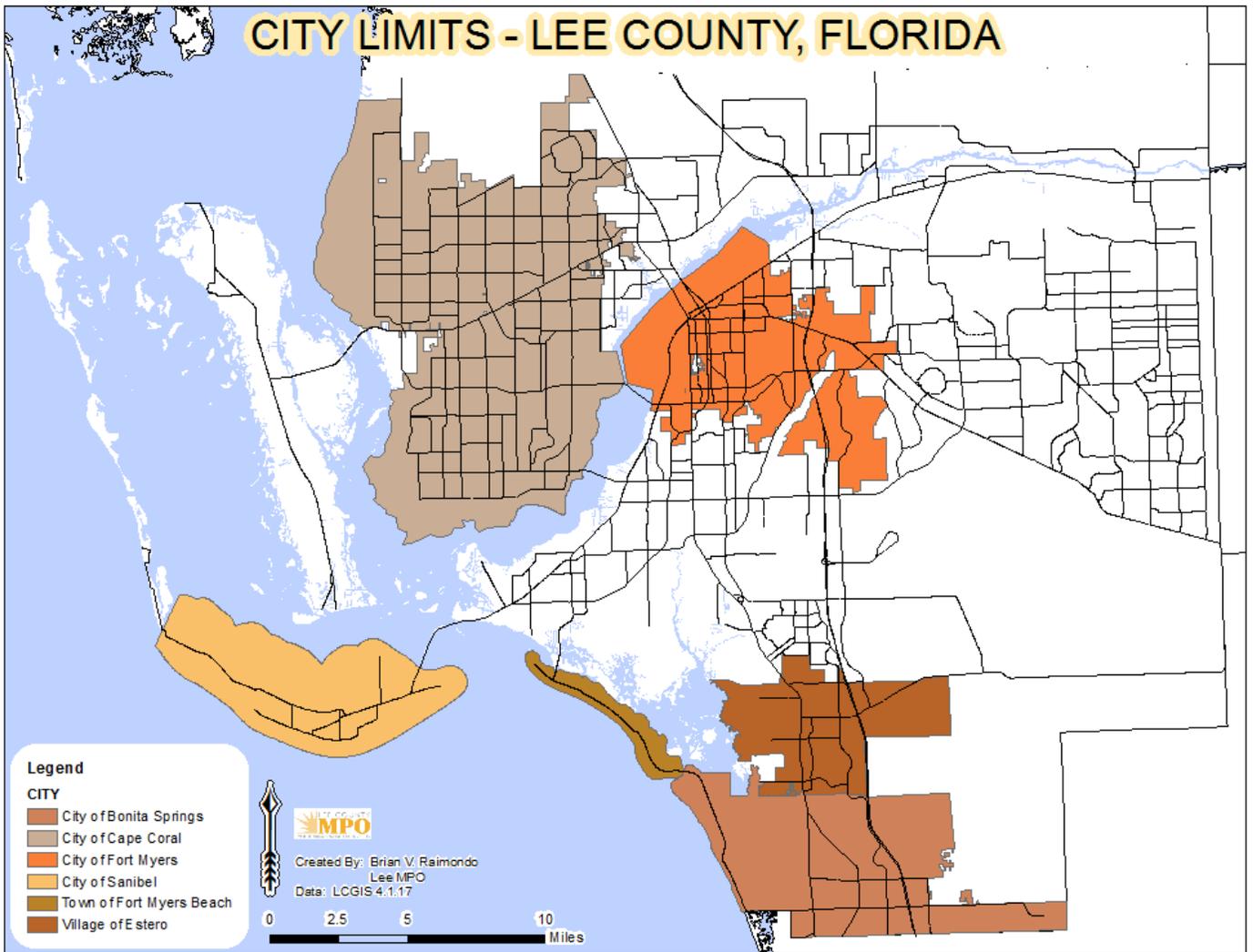


Demographics

a. **Land Use**

Several years ago, Lee County was ranked as one of the fastest growing areas in the nation. Current large scale developments of regional impact (DRIs) included Coconut Point, Gateway, Pelican Landing, Bonita Bay and Arborwood. However, after the 2008 national economic downturn, Lee County was negatively impacted relative to land development and DRI sized projects. Over the past several years there have been no new DRIs submitted for review and approval in the region. Currently, all the previously approved DRIs are still on-going and continue to grow although at a slower rate than previously. These existing DRIs remain important to the Transportation Disadvantaged program in Lee County because the demand for TD trips are still increasing as the DRI’s are building out and population in those areas continue to grow.

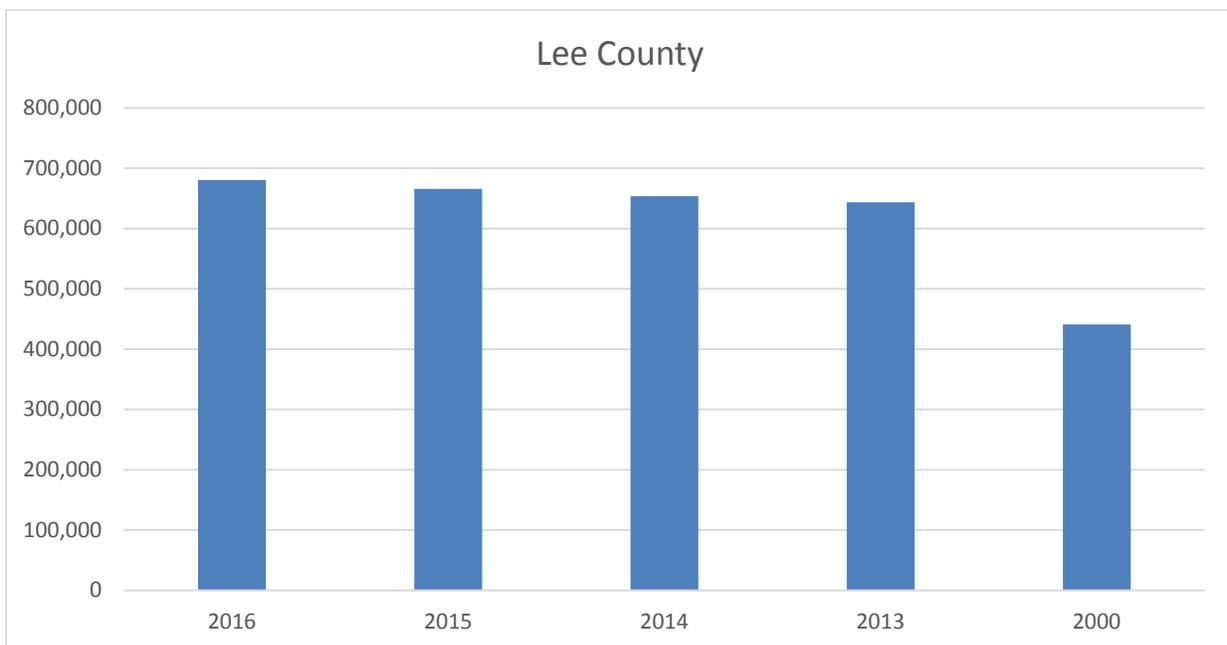
CITY LIMITS - LEE COUNTY, FLORIDA



Population/Composition

Area	2016 Estimate	2015 Estimate	2014 Estimate	2013 Estimate	2000 Actual
Florida	20,148,654	18,815,183	19,507,369	19,317,568	15,982,378
Lee County	680,539	665,845	653,485	643,367	440,888
Bonita Springs	48,388	46,568	45,819	45,229	32,797
FM Beach	6,276	6,624	6,250	6,323	6,561
Fort Myers	76,108	72,395	69,437	67,081	48,208
Sanibel	6,591	6,502	6,490	6,497	6,064
Cape Coral	170,474	166,508	163,599	161,069	102,286
Estero	30,565	30,118			

Source: BEBR Estimates of Population released annually



Source: BEBR Estimates of Population released annually

TABLE 3
LEE COUNTY POPULATION PROJECTIONS - 2010 THROUGH 2035

	2010	2015	2020	2025	2030	2035
Low	585,600	620,400	649,800	667,800	673,800	668,500
Medium	622,900	701,000	789,600	875,700	957,100	1,034,400
High	660,300	789,600	935,000	1,089,500	1,251,400	1,420,700

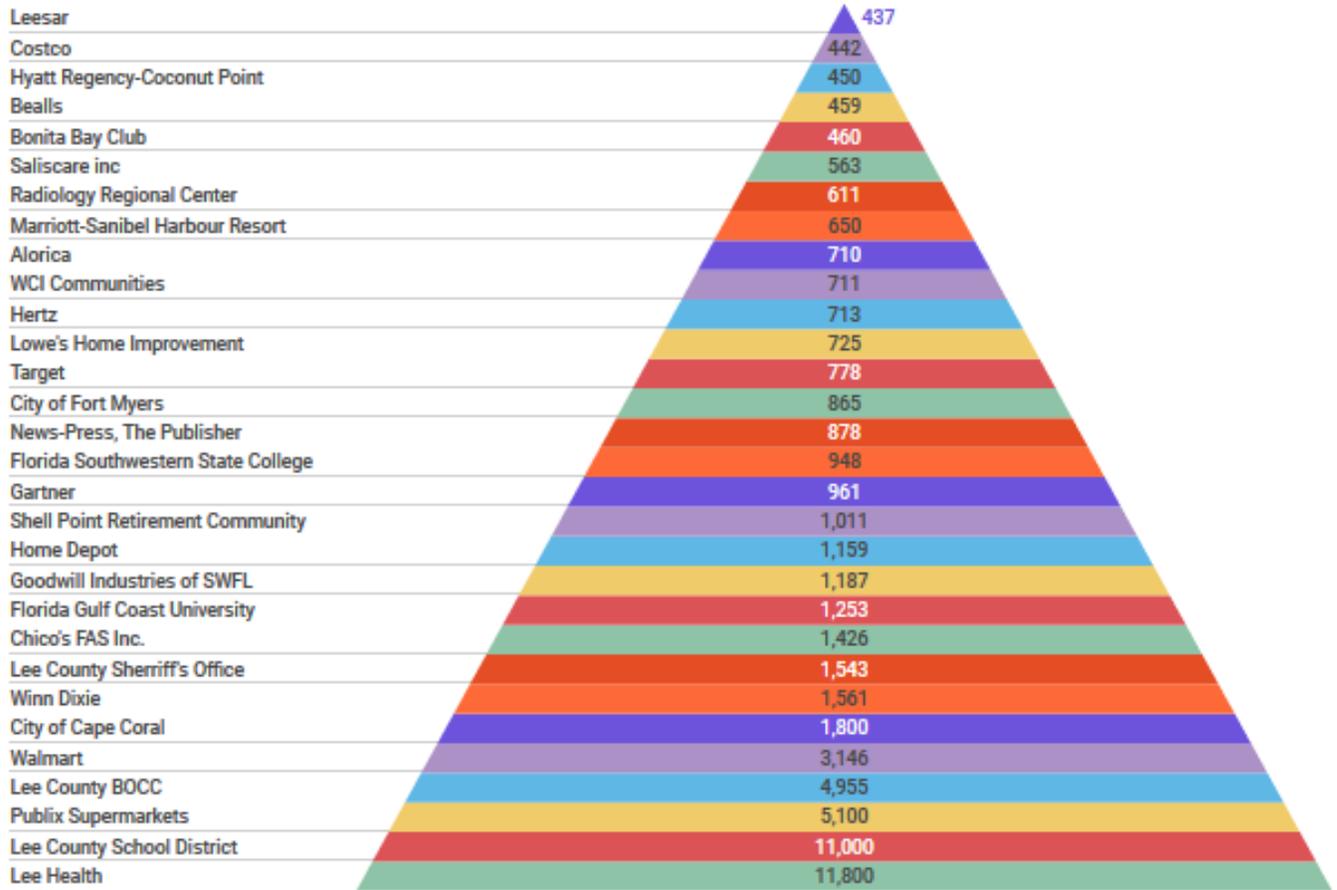
Source: Office of Economic & Demographic Research, the Florida Legislature
<http://edr.state.fl.us> (Demographic Estimating Conference Database – January 2011)

b. Employment

Good Wheels, Inc., Community Transportation Coordinator for Lee County, does not have the funding to provide employment transportation in Lee County. Table 4 provides a listing of the top private employers

in Lee County. Some of the companies on the listing have a centralized employment center, e.g., one big office. Other companies have locations throughout the County, for example the Publix Supermarkets have numerous locations in Lee County.

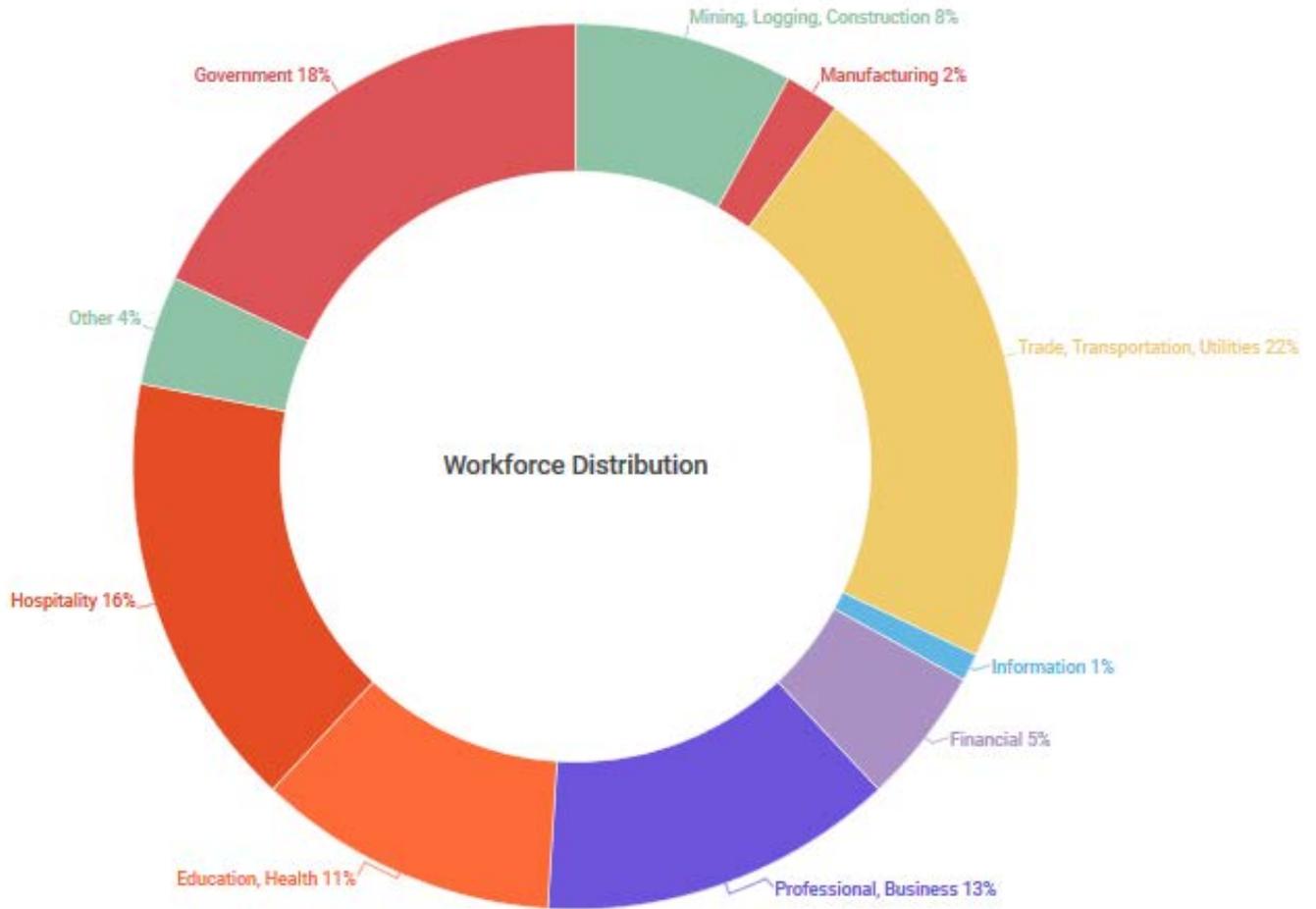
**TABLE 4
LEE COUNTY MAJOR EMPLOYERS 2016**



2016 Largest employers

Source: Lee County Economic Development <http://www.leecountybusiness.com/lee-county-workforce/>

Table 5



Source: Lee County Economic Development <http://www.leecountybusiness.com/lee-county-workforce/>

TABLE 6
TD PASSENGER TRIPS BY PURPOSE IN LEE COUNTY

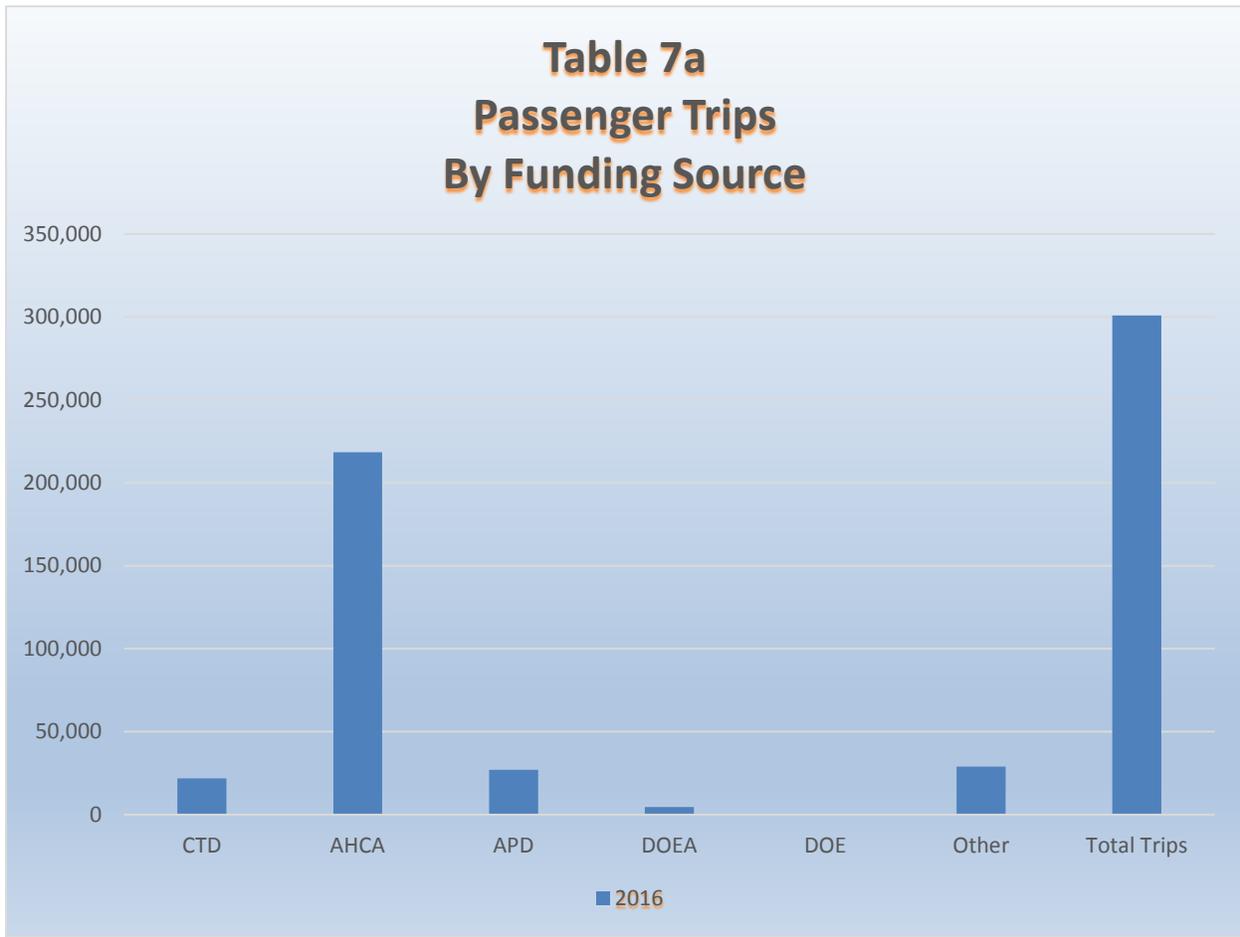
Purpose	Number of Trips 2014	Number of Trips 2015	Number of Trips 2016
Medical	95,041	54,559	86,501
Employment	0	0	457
Ed./Training/Daycare	10,512	23,466	209,161
Nutritional	0	3,544	3,207
Life Sustaining/Other	31,791	414	1,552
Total Trips	137,344	81,983	300,878

Source: CTD Lee ARP 2016

**TABLE 7
PASSENGER TRIPS PROVIDED FUNDING SOURCE**

Source	Number of Trips 2016
CTD	21,823
AHCA	218,500
APD	26,994
DOEA	4,573
DOE	0
Other	28,988
Total Trips	300,878

Source: CTD Lee ARP 2016



Source: CTD Lee ARP 2016

Major Trip Generators/Attractors

As the TDSP is annually updated, it is the opportunity for the Local Coordinating Board, the Community Transportation Coordinator, as well as the Designated Official Planning Agency, to identify new facilities that have been opened, or are in the planning stages and to identify whether it is feasible for the CTC to provide service to these locations.

Tables 8, 9, 10 and 11 and the following map show the major trip generators and attractors in Lee County.

**TABLE 8
SHOPPING/ENTERTAINMENT**

Edison Mall	Page Field Commons	Gulf Coast Town Center	Coconut Point Mall
Miromar Outlets	Wal-Mart (US 41 North)	Coral Point Mall (Cape Coral)	Coralwood Mall (Cape Coral)
Lee County Sports Complex	Lakes Regional Park	City of Palms Park	Lovers Key State Park
Lee Civic Center	Koreshan State Park	Sunsplash Water Park (Cape Coral)	Harborside Convention Center
Greyhound Track	Lynn Hall Park	Edison Home	Southwest Florida International Airport
Bonita Beach Park	Ding Darling Refuge	jetBlue Park	

Source: Lee County MPO 2017

**TABLE 9
RECREATION FACILITIES**

Facility Type	Facility Amount
Regional Parks (including 11 beach parks and 4 sports complexes)	29
Community parks (including 14 rec. centers or community centers)	28
Neighborhood parks	8
Large boat ramps	7
School shared park sites	21
Pools	11
Total	104

Source: Lee County Office of Economic Development 2008

**TABLE 10
MEDICAL FACILITIES**

Lee Memorial Hospital	Health Park Medical Center	Cape Coral Hospital	Rehabilitation Center
Children's Hospital	Health Park Care Center	Lehigh Reg. Medical Center	Gulf Coast Hospital
VA Hospital	Park Royal Hospital		

Source: Lee County MPO 2017

Education

As of April 2017, The Lee County school system operates 119 schools, 45 elementary, 16 middle, 4 K-high schools, 15 Special Centers, 2 High Tech Centers and 26 charter schools. A total of 92,572 students were enrolled. Fifty two private schools are also located in the County.

The following colleges and universities serve the region: Edison State College, Florida Gulf Coast University, Barry University, Hodges University, Southwest Florida College, Rasmussen College, Keiser University and Nova Southeastern University. Florida Gulf Coast University offers bachelor and graduate degrees while Edison State College offers certificate, associate and bachelor degrees. Barry University offers certificates, bachelor degrees and master degrees. Hodges University offers associate, bachelor and master degrees while Southwest Florida College offers certificates and associate degrees. Rasmussen College offers bachelor, associate and certificates. Keiser University offers certificates, associate, bachelor and master degrees. Nova Southeastern University offers bachelor, master and professional degrees.

TABLE 11
UNIVERSITIES/COLLEGES

Edison State College	Florida Gulf Coast University	Barry University	Hodges University
Southwest Florida College	Rasmussen College	Keiser University	Nova Southeastern

Source: Economic Development Office of Lee County 2011

e. Inventory of Available Transportation Services

Lee County Taxi Services 2015		
24/7 AIRPORT EXPRESS	Airport Transportation Shuttle Service	A-1 Cadillac Transportation
A-1 Taxi	A Aardvark Svc	A Better Taxi
A Flat Rate Airport Taxi Inc	A OnTime Ride OR 30% OFF LLC	AA Skyline Taxicabs Inc
AAA Airport Causeway Cab Co	AAA Palm Taxi Service	Aaron Airport Transportation
Aaron Airport Transportation	Aaron Nonsmoking Airport Limo & Taxi	Academy Taxi
Academy Taxi & Car Service	Academy Taxi & Car Svc	Air Port Shuttles & Trnsprtn
Airport Express	Airport Express Inc	Airport Taxi
Airport Taxi Inc	Airport Trans & Majestic Limousine Service	Alibi Transport LLC
AlleyGator Transport Express	Ambassador Transportation	Amber Airport Transportation
Amber Taxi	Angel Transportation Svc	Anytime Taxi
BEACH TAXI INC	Bluebird Taxi	C & C Taxi of Lehigh
C-4p's Inc	Captiva Island Shuttle Inc	Cape Cab
Cape Coral 2 RSW	Cape Coral Airport	Cape Coral Airport Shuttle
Cape Coral Taxi	Captiva Limousine Svc Inc	Caribbean Taxi
Checker Airport Transportation	Coconut Airport Transportation	Coconut Cab Taxi
Comfort Transportation	Cuffley Cars	Dannyboys Airport Transportation
DannyBoys Transportation	Designated Drivers A Limo & Taxi Service	Diamond Limousine Transportation
Discount Transportation	Errol's Taxi Service	Fort Myers Beach Limo and Airport Shuttle
Fort Myers Beach Taxi	Fort Myers express taxi service	Fort Myers Limousine Service

Ft Myers Beach Taxi	Gregorio Taxi Inc	Hawks Taxicabs
Hawks Transportation	HIGHLANDER TAXI & LIMO	Lee Express Taxi
Llubes Exec Chauffeur & Taxi Ser	Local Motion Taxi	Locomotion Taxi
Loris Coupon Cab	Lou's Taxi & Airport Trnsprtn	Majestic Transport
Maximum Taxi	MBA Airport Transportation	Me-And-U Cab Trans Inc
My Taxi	NightOwl Taxi of Fort Myers FLA.	Only Way To Go Transport LLC
Orange Taxi	Paradise Beach Taxi	Parrot Taxi Inc
Patriots Airport Transportation Services	Pedro's Transportation	Pine Island Taxi & Limo Inc
Porter's Taxi	Preferred Platinum Limousine	Proximiti Communications Inc
Rapid Transportation Services	Ron's Airport Transportation of Cape Coral	Royal Palm Transportation
Safeway Taxi Corp	Sanibel Island Taxi Inc	Santiva Cab Company
Superior Airport Shuttle	Taxi Tim Transportation	Taxista El Sol Y La Estrella
Tesla Transportation LLC	Thrifty Car Service	Tropical Breeze Taxi
Union Cab Inc	Uschi's Gulfcoast Transportation	Veterans Car Service
Yellow Cab		
Source: Yellowpages.com		

C. SERVICE ANALYSIS

This section provides estimates of the need and demand for transportation services within the Transportation Disadvantaged (TD) population in Lee County, Florida.

1. TD Population Forecasts

There are two categories of TD population in the State of Florida – “Potential TD Population” also known as TD Category I. This category includes disabled, elderly, low-income persons and children who are “high-risk” or “at risk”. TD Category II includes persons who are unable to transport themselves or to purchase transportation. These individuals are eligible to receive the same subsidies as those in Category I, plus they’re eligible to receive TD Trust Fund monies for non-sponsored general trips. The following tables provide TD Population forecasts.



CALCULATION OF GENERAL TRANSPORTATION DISADVANTAGED POPULATION

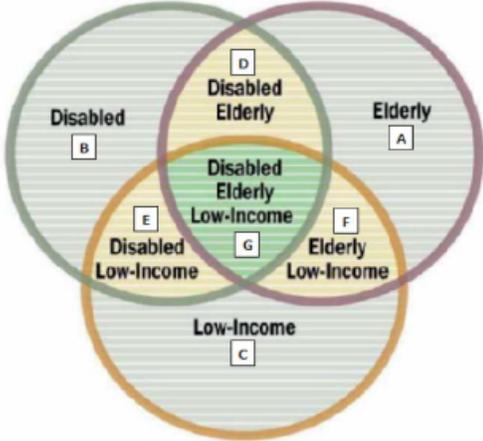
Lee County

Census Data from **2013**

County Pop. By Age	Total Pop by Age	% of Total Pop (136,400)	Population Below Poverty Level by Age	% of Total Pop Below Poverty Level by Age	Total Population with a Disability by Age	% of Total Pop with a Disability by Age	Total Pop with Disability and Below Poverty Level by Age	% Total Pop with a Disability and Below Poverty Level by Age
< 5 Years of Age	32,038	5.0%	9,218	1.5%	512	0.6%	291	1.82%
5-17	89,113	14.0%	23,591	3.7%	3,855	0.6%	1,557	0.24%
18-34	112,336	17.7%	22,362	3.5%	6,627	1.0%	1,652	0.26%
35-64	242,732	38.2%	35,418	5.6%	32,047	5.0%	8,611	1.35%
Total Non Elderly	476,219	74.9%	90,589	14.3%	43,041	6.8%	12,111	1.91%
65-74	90,230	14.2%	6,457	1.0%	18,087	2.8%	1,533	0.24%
75+	69,117	10.9%	4,429	0.7%	29,445	4.6%	2,312	0.36%
Total Elderly	159,347	25.1%	10,886	1.7%	47,532	7.5%	3,845	0.60%
Total	635,566	100%	101,475	16.0%	90,573	14.3%	15,956	2.51%

<i>Double Counts Calculations</i>		
E - Estimate non-elderly/disabled/ low income	From Base Data (I11)	12,111
B - Estimate non-elderly/ disabled/not low income	Subtract I11 from G11	30,930
G - Estimate elderly/disabled/low income	From Base Data (I14)	3,845
D- Estimate elderly/ disabled/not low income	Subtract I14 from G14	43,687
F - Estimate elderly/non-disabled/low income	Subtract I14 from E14	7,041
A - Estimate elderly/non-disabled/not low income	Subtract sum of J17, J18 and J19 from C14	104,774
C - Estimate low income/not elderly/not disabled	Subtract I11 from E11	78,478
Total - Non-Duplicated		280,866

General TD Population	% of Total	
Non-Duplicated General TD Population Estimate	280,866	44.2%



FORECAST OF GENERAL AND CRITICAL NEED TRANSPORTATION DISADVANTAGED POPULATIONS

Lee County											
General TD Population Forecast	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<i>Overlapping Circle Component</i>											
E - Estimate non-elderly/disabled/ low income	12,111	12,433	12,763	13,102	13,450	13,808	14,174	14,551	14,938	15,334	15,742
B - Estimate non-elderly/ disabled/not low income	30,930	31,752	32,595	33,461	34,350	35,263	36,200	37,161	38,149	39,162	40,203
G - Estimate elderly/disabled/low income	3,845	3,947	4,052	4,160	4,270	4,384	4,500	4,620	4,742	4,868	4,998
D- Estimate elderly/ disabled/not low income	43,687	44,848	46,039	47,262	48,518	49,807	51,130	52,488	53,883	55,314	56,784
F - Estimate elderly/non-disabled/low income	7,041	7,228	7,420	7,617	7,820	8,027	8,241	8,460	8,684	8,915	9,152
A - Estimate elderly/non-disabled/not low income	104,774	107,558	110,415	113,348	116,360	119,451	122,625	125,882	129,227	132,660	136,184
C - Estimate low income/not elderly/not disabled	78,478	80,563	82,703	84,900	87,156	89,471	91,848	94,289	96,794	99,365	102,005
TOTAL GENERAL TD POPULATION	280,866	288,328	295,988	303,851	311,924	320,211	328,718	337,451	346,416	355,619	365,067
TOTAL POPULATION	635,566	652,451	669,785	687,579	705,846	724,598	743,849	763,611	783,898	804,723	826,103

Critical Need TD Population Forecast	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total Critical TD Population											
<i>Disabled</i>	23,648	24,276	24,921	25,583	26,263	26,961	27,677	28,412	29,167	29,942	30,738
<i>Low Income Not Disabled No Auto/Transit</i>	6,513	6,686	6,864	7,046	7,233	7,426	7,623	7,825	8,033	8,247	8,466
Total Critical Need TD Population	30,161	30,962	31,785	32,630	33,496	34,386	35,300	36,238	37,200	38,189	39,203
Daily Trips - Critical Need TD Population											
<i>Severely Disabled</i>	1,159	1,190	1,221	1,254	1,287	1,321	1,356	1,392	1,429	1,467	1,506
<i>Low Income - Not Disabled - No Access</i>	12,368	12,697	13,034	13,381	13,736	14,101	14,476	14,860	15,255	15,660	16,076
Total Daily Trips Critical Need TD Population	13,527	13,756	13,988	14,225	14,465	14,721	14,982	15,247	15,517	15,791	16,039
Annual Trips	4,829,204	4,910,818	4,993,811	5,078,206	5,164,028	5,255,431	5,348,452	5,443,120	5,539,463	5,637,512	5,726,021

Assumes Annual Service Days = 357

Annual Population Growth (as a percent) 2.66%

2. Needs Assessment

In 2016, capital funds of \$902,042.58 were requested for:

- 7 paratransit vehicles and 1 van to replace vehicles with over 300,000 miles.
- To expand fleet by 5 vans for Medicaid
- IT scheduling software
- Replacement equipment for existing vehicles – AC/compressors and dryers and seat cushions
- 7 paratransit vans were approved. Due to a delay in the TRIPS contract these vehicles were ordered in April, 2017. The van has been delivered. The five additional vans and IT software were not approved.

Good Wheels, in 2016, requested operating funds to:

- hire and train 30 additional drivers and provide continuing education to all drivers
- provide dialysis and chemo patients transportation in Lee County
- retain a grant management person
- upgrade the Good Wheels website, include ADA compliant features, as well as providing communication apps on social media for clients and others
- Good Wheels received a 5310 Operations Grant

Of the \$395,000 requested, the allocation is as follows:

- driver training 19.1%
- transportation in Lee County 63.3%
- grant management 8.8%
- upgrade website 8.8%

More passengers are requesting trips than funding provided in 2015. As of July, 2016, The CTD, Commission Transportation Disadvantaged will increase funding for TD in Lee County. The permanent increase is approximately \$20,000; the one year “Proviso” increase is \$125,750.50. The \$145,750.50 represents 90% of the grant. A local match of 10% is required which amounts to \$16,194.50. The \$161,945.00 increase will provide approximately 6,000 trips per year based on ambulatory rates.

Automated software which permits phone calls to confirm next day pick up has been developed and is now operational. It is anticipated this will mitigate No Shows.

Good Wheels received and fully invoiced for \$88,000 in New Freedom Grant operating funds for new trips for the period of April 2015 through March 2016. This contract has been completed.

Good Wheels has been a recipient of funds through the new BOCC Partnering for Transportation Results Program that was implemented October 1, 2015 (FY15/16) in the annual amount of \$321,000. These funds are available for the CTC and other non-profit agencies to assist them in meeting their local match requirements for their respective 5310 Grant applications and awards from FDOT. As of April 21, 2016, the first round of funding was allocated in the amount of \$100,000, with the second round of funding occurring soon. Recipients were as follows:

- Good Wheels: \$40,000 in BOCC funds to be used as capital match against their 5310 capital grant projects.
- Hope Hospice: \$20,000 in BOCC funds for operating match.
- Dr. Piper: \$20,000 in BOCC funds for operating match.
- Lighthouse of SWFL : \$20,000 in BOCC funds for operating match.

LeeTran is going to the BOCC to execute agreements with agencies in May 2016.

- Additional funding was received in 2016:
\$54,986.40 for capital
\$39,397.90 for operations

In 2017 grants were submitted for 7 paratransit buses to replace older vehicles. 5 vans were also requested as well as replacement equipment for vehicles and equipment for the garage.

The next round of Partnering for Transportation Results local Match assistance Program was:

For the FDOT 5310-41 Grant Cycle; in the amount of \$ 221,900 in BOCC local match.

Good Wheels	\$54,986 (capital)
Hope Hospice	\$9,322 (capital)
Good Wheels	\$39,397.90 (operating)
Hope Hospice	\$39,397.90 (operating)
Dr Piper	\$39,397.90 (operating)
Lighthouse SWFL	\$39,397.90 (operating)



3. Challenges to Coordination

Each CTC territory has differing components. Lee County's mix of LeeTran providing county sponsored/funded fixed route and ADA specialized para-transit services along with the not-for-profit, private Good Wheels corporation providing coordinated para-transit services, has proven to be an effective formula for a number of years now.

The new Medicaid regulations no longer permit the CTC to coordinate and oversee trips for the disadvantaged. There is no standardization amongst the Medicaid Brokers making it costly for the CTC to comply with their rules and regulations. Payments are slow and often in dispute.

D. GOALS, OBJECTIVES AND STRATEGIES

Goal 1: Coordination of Service

Strategy 1: Coordinate all public transportation services funded with local, state or federal funds.

1.1 The CTC will provide the local TD planning staff with a report that shows the number of sponsored and non-sponsored passenger trips coordinated by the CTC and delivered with each funding source by month. Local TD planning staff will provide these reports to the LCB at their next meeting.

1.2 Continue to utilize wheelchair accessible, air-conditioned, comfortable vehicles in order to better serve all riders.

1.3 Continue the TD Bus Pass Program, to move eligible TD passengers on to the County fixed-route transportation system, pursuant to the LCB's policy on fixed-route utilization.

1.4 The CTC together with the LCB and the DOPA shall conduct an ongoing monitoring of the service area, in order to ensure that routes and services are expanded to the areas of the County where growth is occurring.

1.5 The CTC will monitor subcontracted operators on a continuous basis and evaluate annually, according to the CTC's Evaluation process, contained in the TDSP.

1.6 The CTC, as the CTD's subcontracted Medicaid non-emergency transportation provider ("MED-NET STP") will comply with the LCB's adopted compromise agreement for provision of services involving Lee Tran and the ADA program.

Goal 2: Provision of Service

Strategy 2: Provide a comfortable, cost-efficient and cost-effective coordinated transportation service that meets the needs of the transportation disadvantaged within funding limitations.

2.1 Should the need for additional funded capacity arise, as determined by the LCB, the CTC will initiate a competitive procurement process and subcontract with qualified operators to provide needed service.

2.2 Provide on-time service as defined in the Lee TDSP standards.

2.3 Deploy sufficient quantity of vehicles each day to meet the demand for scheduled trips, mindful of the peak periods.

Goal 3: Service Quality

Strategy 3: Assure that quality transportation service is being provided.

3.1 The CTC will conduct random sample ridership surveys in order to evaluate customer satisfaction with transportation service. The CTC will tabulate the surveys and provide the report to the LCB at their next meeting.

3.2 The CTC will handle complaints and grievances in a timely fashion as detailed in the CTC's complaint and Grievance Procedures.

3.3 Monthly, the CTC will provide reports to the local TD planning staff of the number of complaints and grievances received, the nature of the complaints and grievances, and a summary of how they were resolved. These will be submitted to the LCB for their next meeting.

Goal 4: Training about and Marketing of Service

Strategy 4: Continue to market and promote transportation service that can be provided within the limits of available resources.

4.1 Carry out a public information program to assist current and prospective riders in the proper use of the transportation system.

4.2 Have brochures, reservation information, complaint and grievance procedures and other useful information available to riders on all vehicles and at agencies.

4.3 Provide opportunities designed to educate the community regarding the need for sponsored transportation, the services available and the need for the expansion of services, by speaking to clubs and other networks.

4.4 Investigate and implement new training programs and topics, as appropriate, such as Passenger Travel training.

Goal 5: Resource Management

Strategy 5: Maximize the use of human and financial resources and equipment.

5.1 Increase revenue by identifying and taking advantage of existing and new private and public funding sources.

5.2 To reduce and/or control expenses, continue to monitor and analyze the cost of administration and operations.

5.3 Plan for the acquisition of air conditioned, comfortable and ADA accessible vehicles to replace an aging fleet or to expand services.

5.4 Continue to monitor the price of fuel per gallon and make adjustments to the rate model, price quotes, cost formulas, etc. as needed.

Goal 6: Safety

Strategy 6: Continue to operate a safe transportation system as set forth in the CTC's Systems Safety Program Plan (SSPP).

6.1 Update the SSPP at least on an annual basis.

6.2 Continue to make safety and loss prevention the responsibility of all personnel.

6.3 Continue to conduct annual safety checks on all equipment.

6.4 Continue to provide a hazard-free environment and a safe, drug and alcohol free workplace.

6.5 Require physical examinations for all personnel as set forth in the SSPP.

6.6 Continue drug and alcohol testing as set forth in the Substance Abuse Policy (an addendum to the SSPP, *Appendix A*).

6.7 To improve its awareness of crashes, the CTC shall contact the subcontractors annually to obtain reports including any police reports as appropriate.

6.8 The subcontractors should have Good Wheels be a named insured in their insurance policies.

6.9 Monitor subcontracted transportation operators to ensure that vehicles are maintained in accordance with Florida Department of Transportation’s recommended Preventive Maintenance and Safety Programs.

6.10 Ensure that subcontracted transportation operators carry out appropriate training programs for all driving personnel including sensitivity training, basic First Aid and CPR.

E. IMPLEMENTATION SCHEDULE

The Implementation Schedule is tied directly into the goals, objectives and strategies. The implementation schedule is updated annually.

STRATEGY	IMPLEMENTATION DATE
1.1 Provide the number of trips coordinated by the CTC by funding source to the LCB.	Ongoing
1.2 Continue to utilize wheelchair accessible, air-conditioned, comfortable vehicles in order to better serve all riders.	Ongoing
1.3 Continue the TD Bus Pass Program to move TD passengers to the County fixed-route transportation system.	Ongoing
1.4 Conduct an ongoing monitoring of the service in order to ensure that routes and services are expanded to the areas of the County where growth is occurring.	Ongoing
1.5 Monitor subcontracted operators on a continuous basis and evaluate annually according to the CTC’s evaluation process contained in the TDSP.	Annually
1.6 The CTC as the subcontracted Medicaid non-emergency transportation provider shall comply with the LCB’s adopted compromise agreement for provision of services involving Lee Tran and the ADA Program.	Ongoing
2.1 If the LCB and CTC determine a need for additional funded capacity in the system, the CTC shall initiate a competitive procurement process and subcontract with qualified operators to provide needed service.	As Needed
2.2 The CTC shall provide on-time service as defined in the TDSP standards.	Ongoing
2.3 The CTC shall deploy a sufficient quantity of vehicles each day to meet the demand for scheduled trips being mindful of peak periods.	Ongoing
3.1 The CTC will conduct random sample ridership surveys in order to evaluate customer satisfaction with transportation service. The surveys will be provided to the Planning Agency and the LCB.	Ongoing
3.2 The CTC will handle complaints and grievances in a timely fashion as detailed in the CTC Complaint and Grievance Procedures.	Ongoing
3.3 The CTC will, at LCB meetings, provide monthly, quarterly and cumulative reports to the Planning Agency staff of the number of complaints and grievances received the	Ongoing

nature of the complaints and grievances and a summary of how they were resolved.	
4.1 Carry out a public information program to assist current and prospective riders in the proper use of the transportation system.	Ongoing
4.3 Provide opportunities designed to educate the community regarding the need for sponsored transportation, the service available and the need for the expansion of services, by speaking to clubs and other networks.	Ongoing
4.4 Investigate and implement new training programs and topics, as appropriate, such as passenger travel training.	Ongoing
5.1 Increase revenue by identifying and taking advantage of existing and new private and public funding sources.	Ongoing
5.2 To reduce and/or control expenses, continue to monitor and analyze the cost of administration and operations.	Ongoing
5.3 Plan for the acquisition of air conditioned, comfortable and accessible vehicles to replace an aging fleet or to expand services.	Annually
5.4 Continue to monitor the price of fuel per gallon and make business adjustments as needed.	As Needed
6.1 Update the SSPP.	Annually
6.2 Continue to make safety and loss prevention the responsibility of all personnel.	Ongoing
6.3 Continue to conduct safety checks on all equipment.	Ongoing
6.4 Continue to provide a hazard-free environment and a safe drug and alcohol free workplace.	Ongoing
6.5 Require physical examinations for all personnel as set forth in the SSPP.	Ongoing
6.6 Continue drug and alcohol testing as set forth in the Substance Abuse Policy.	Ongoing
6.7 To improve its awareness of accidents, the CTC shall contact the subcontractors quarterly to obtain reports including any police reports as appropriate.	Quarterly
6.8 The subcontractors should have Good Wheels named insured in their insurance policies.	As Needed
6.9 Monitor subcontracted transportation operators to ensure that vehicles are maintained in accordance with FDOT recommended preventative maintenance and safety programs.	Annually
6.10 Ensure that subcontracted transportation operators carry out appropriate training programs for all driving personnel including sensitivity training, basic First Aid and CPR.	As Needed

Source: Good Wheels, Inc. (2013)

5-Year Transportation Disadvantaged Capital Improvement Program

The TD Transportation Capital Improvement Program identifies transportation improvements in the way of purchases, such as vehicles and communications equipment. It groups improvements into staging periods and includes realistic estimates of costs and revenues for the program period. This section will be updated on an annual basis.

GOOD WHEELS FY 2014/15 TO 2018/19 CIP

Implementation Date	Estimated Cost	Description of Purchase	Anticipated Funding Source	New or Replacement	Date Priority Established
2014-15	\$450,175	5 Wide Body	FTA funds 5310	Replacement	June 2014
2015-16	\$231,210	5 Low-Floor mini vans	FTA funds 5310	Replacement	June 2015
2015-16	\$1,156,050	25 Low-Floor mini vans	FTA funds 5301	Expansion	June 2015
2016-17	\$545,000	7 wide Body	FTA funds 5310	Replacement	June 2017
2017-18	\$900,000	7 Wide Body 5 vans Garage equipment	FTA funds 5310	Replacement	June 2017
2018-19	\$500,000	5 Wide Body	FTA funds 5310	Replacement	June 2018

Source: Good Wheels 2017



II. SERVICE PLAN

A. Operations Element

1. Types, Hours and Days of Service

a) Types of Service

Provider	Ambulatory	Wheelchair	Stretcher	Advance Reservation	Subscription	Door to Door	Curb to Curb	Door through Door
Good Wheels	✓	✓	✓	✓	✓	✓		✓
LeeTran	✓	✓		✓	✓	✓		

1) Group Trips

A group trip is defined as five or more individuals traveling on a vehicle at the same time.

2) Subscription Service (Standing Order)

Subscription service is defined as a regular and recurring service in which schedules are prearranged to meet the travel needs of riders who sign up for the service in advance. The service is characterized by the fact that the same passengers are picked up at the same location and time and are transported to the same location and then returned to the point of origin in the same manner.

Passengers must submit requests for subscription service no later than noon the day before service is to start (72 hour advance notification is required for Medicaid Program sponsored trips). The purchaser or passenger shall submit timely revisions to the subscription service request in writing to Good Wheels. Standing orders are encouraged for regularly scheduled Medicaid trips.

3) Demand Responsive Service

Demand response trips are trips scheduled for the next day of service no later than noon the day before (72 hour advance notification is required for Medicaid Program sponsored trips). Demand responsive service is generally available from 6:00 a.m. until 6:30 p.m. Monday through Friday.

4) Non-Emergency Medical Stretcher Service

Requests for non-emergency medical stretcher service must be made at least two hours before the required time of travel. Those accessing service can expect to be picked up from 1 to 2 hours before their appointment time depending on travel distance.

5) Wheelchair Service

Wheelchair service is offered countywide. Drivers are not permitted to assist persons in

wheelchairs up or down any steps. When a wheelchair, scooter or other assistance device is needed, passengers must notify the reservationist making the trip reservation.

6) Florida Agency for Health Care Administration Medicaid Program Trips

Good Wheels is the designated Medicaid Subcontracted Transportation Provider to the Florida Commission for the Transportation Disadvantaged (CTD). The Florida Commission for the Transportation Disadvantaged, is the designated vendor to The Florida Agency for Health Care Administration Medicaid Program. Under this arrangement, Medicaid pays the CTD to make sure that Medicaid trips are provided, according to Medicaid policies.

b) Hours and Days of Service

Office Hours: 9:00 a.m. to 6:00 p.m. Monday through Friday excluding holidays (see below).

General Service hours are 5:00 a.m. to 8:00 p.m. Monday through Saturday. Passengers are advised to be ready for pickup one hour before their scheduled appointment time. All return trips are scheduled in advance. There is a 30 minute pickup window for return trips. Passengers should expect their return trip to arrive at the scheduled time or up to 30 minutes after their scheduled pickup time. Passengers can expect their return trip to take up to 90 minutes from the time they are seated on the vehicle.

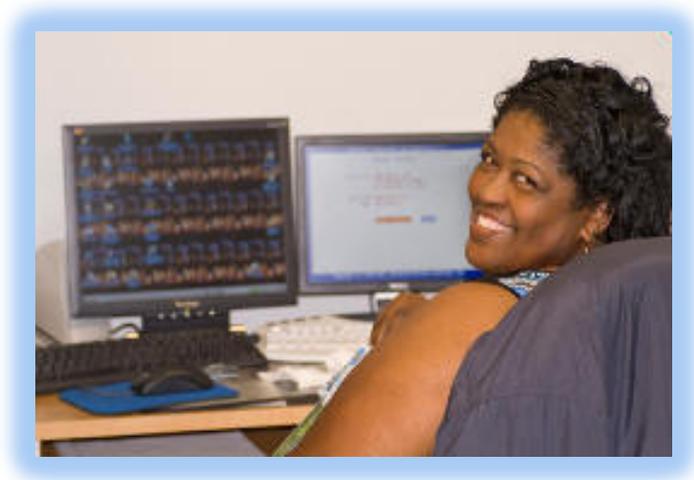
Demand responsive service is generally available from 6:00 a.m. to 6:30 p.m. Monday through Friday.

Non-emergency medical stretcher service is available under the Medicaid Program 24 hours per day, seven days per week.

After hours service is provided to Medicaid Program sponsored individuals. Phone numbers to call for after hours service are: 239-768-2900 or 1-800-741-1570. Bluebird is contracted by Good Wheels to provide after hours dispatch service. Bluebird is able to determine passenger eligibility and authorize transportation.

2. Accessing Services

Reservations:



Requests for transportation are made with Good Wheels. Trip reservations must be made Monday through Friday from 8:00 a.m. to 5:00 p.m. Special arrangements may be made for trips outside of these hours of operation. Trips must be scheduled by noon the day before service is provided. 72 hour advance notification is required for Medicaid Program sponsored service.

Return trips must be scheduled in advance. Passengers should also be advised that some trips cannot be picked up before 10:00 a.m., and “take homes” are based on when the vehicle is available (not when the person is ready). Passengers should be advised there will be extended waits for their return pickups.

Peak travel times are 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m. Good Wheels has limited capacity to transport passengers during these times. Therefore, passengers are encouraged to schedule their reservations for trips during these times as soon as possible.

Holidays:

Service will not be provided on the following days: New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

No-Shows:

When the passenger fails to cancel their pick-up arrangement more than an hour prior to a driver’s arrival, then their trip is defined as a no-show. No-shows effect the provision of service, because the no-show takes up resources (of time, fuel, vehicles, etc.) that could be otherwise used to transport an actual client.

Cancellations:



Trip cancellations must be made to Good Wheels at least one hour prior to the driver’s arrival. If a passenger needs to cancel a trip, they should call Good Wheels as soon as they know this, at 239-768-2900 in Fort Myers or 800-741-1570, to make a cancellation. Cancellations affect the efficiency that can be achieved through coordination. A cancellation is defined as a trip reservation made but canceled more than an hour, prior to the drivers’ arrival. If a passenger does not call to cancel their trip, they may be fined.

Passenger Fares:

Coordinated transportation is offered to the general public. Any individual may call Good Wheels to schedule a trip, and pay the full cost of the services provided. Generally, the cost of this service is comparable to taxi service.

Transportation Disadvantaged Program Eligibility:

Good Wheels is the Community Transportation Coordinator, and therefore, the sole provider of TD Trust Fund trips in Lee County, Florida. If applicants have any questions or need assistance, please call 239-768-2900 or 1-800-741-1570, follow prompts for Reservations. Applications are typically processed within three business days. If denied, an appeal can be made to the Lee County Local Coordinating Board. Applications are kept electronic indefinitely. Applications are re-verified every ten years. The purpose of this section is to ensure the persons who are receiving TD Trust Fund benefits meets the requirements of Chapter 427.11(1) F.S. as no self-declarations are allowed:

Florida Statutes 427.011(1) “Transportation disadvantaged” means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202.

Transportation Disadvantaged Qualifications and Guidelines:

- Origin and destination locations can be anywhere in Lee County, Florida.
- Applicant must verify that no other resources, including insurance transportation (Medicare/Medicaid), or access to transportation is available.
- Applicant must verify that they have one or more of the following that prevents them from using LeeTran:
 - A recognized disability verified by an accepted medical professional.
 - A physical, mental or financial condition, temporary or permanent.
 - There is no LeeTran fixed route bus service near your home beyond ¾ of a mile.
- Applicant households must meet 200% of the United States Department of Health and Human Services' low-income poverty guidelines, see **Table 12** below.
- Disability alone does not guarantee eligibility. The eligibility is based on the individual's functional ability to use the LeeTran's fixed route bus and is not a medical decision.
- Based on availability of program funds, trips may be denied based on trip purpose. Trip priorities are ranked in descending order in **Table 13** below.
- TD trips are available Monday through Friday. If a trip is for medical purposes, service is provided on Saturday. There is no service on Sunday.
- The co-pay is \$2.00 each way.

TABLE 12
HOUSEHOLD INCOME LIMITS EFFECTIVE APRIL 1, 2016

Number of People in Household	Maximum Annual Household Income
1	\$14,850
2	\$20,025
3	\$25,200
4	\$30,375
5	\$35,550
6	\$40,725
7	\$45,913
8	\$51,113
For each person over 8 people, add this amount	\$5,200

Source: Lee County Human Services April 2017

TABLE 13
TD TRUST FUND TRIP PRIORITIES

Priority Order	Trip Purposes – Categories and Definitions
1	MEDICAL: Critical- a. Kidney Dialysis b. Cancer Treatment c. Mental Health Care Other- d. General Medical Appointments e. Therapy f. Prescriptions g. Children at Risk
2	NUTRITIONAL – Food/grocery shopping/meal site/food stamps
3	EMPLOYMENT (In County Only)
4	TRAINING/EDUCATION
5	LIFE-SUSTAINING/OTHER: a. Non-food Shopping b. Banking/Social Security c. Visits to hospitals/nursing homes d. Recreational
6	RECREATION – non-essential, non-employment related trips to activities such as: bowling, bingo, beach, parks, restaurants, libraries, theaters, etc.

Service Complaints:

People with complaints can call either the Good Wheels 1-800-741-1570 phone number or the Florida Commission for the Transportation Disadvantaged's Ombudsman Hotline number at 1-800-983-2435. Both numbers are posted in the vehicles.

3. Transportation Operators and Coordination Contractors

According to Rule 41-2, F.A.C., the CTC shall jointly develop and enter into a coordination contract with agencies who receive government transportation disadvantaged funds and who, from a total system approach, can meet more effectively and efficiently their own transportation needs than the CTC. The contract shall include the requirements of reporting, insurance, safety, and other terms outlined in the MOA that apply equally to any transportation operator. The contract also shall include any relevant information regarding joint utilization and cost arrangements for the provision of transportation services to and from the coordinator.

The CTC may provide the trips itself, or subcontract them to qualified operators. The rates paid to transportation operators are negotiated between each transportation provider and the CTC. The rates are covered in the sample carrier contract, a copy of which can be obtained from the CTC.

Lee County Transit (LeeTran)



Lee County Transit, known as LeeTran, is operated by Lee County and is responsible to the Lee County Board of County Commissioners. The County assumed official ownership of the transit service in February of 1977. At that time, the system consisted of several fixed-route bus lines connecting the City of Cape Coral, the City of Fort Myers and the unincorporated County. Since the beginning of transit service operations in Lee County, many improvements and service expansions have been implemented that have assisted in improving the public transportation services provided within the county.

LeeTran operates the fixed route public transportation service in Lee County, as a department of Lee County Government. Lee Tran currently operates 25 bus routes. Twenty-three of the bus routes operate on a scheduled fixed-route system at least six days per week. Four of the routes are either seasonal or are adjusted for seasonal service. Routes 15, 50, 100, 120, 140, 150, 400, 590, 595, and 600 operate on Sundays. The final route, Route 160, provides limited reservation bus service to Pine Island on Thursdays only. LeeTran provides trolley service, branded as The Trollee, along Fort Myers Beach and seasonal trolley service in the Riverfront District of Downtown Fort Myers. There are two park-and-ride trolleys that connect the Town of Fort Myers Beach during season. One provides access to the park-and-ride lots located on the mainland side of the Mantanza Bridge, the other provides service along Estero Blvd on Fort Myers Beach. The trolley system operates as two separate routes during seasonal service and the two routes are combined into one during non-seasonal months. The seasonal Riverfront District Trolley service in the downtown of the City of Fort Myers is also run as seasonal service with one route providing service within the downtown area of the City of Fort Myers and the other connecting the downtown condominiums with the downtown area and local grocery shopping.

The regular one-way bus fare is \$1.50. Half-fares are available to youths (under 17 years) and to seniors and persons with disabilities, with a LeeTran ID. The bus service is marketed to riders of all age groups. Passengers must be able to board, disembark and carry their own packages on and off the vehicles. Most routes operate between 5:00 a.m. and 10:00 p.m. Monday through Saturday, with limited corridor service and service to the beach areas on Sundays between 6:00 a.m. until 9:45 p.m., as well as service to the Southwest Florida International Airport.

ADA Paratransit Service



The ADA (American Disabilities Act) requires that entities that operate fixed-route transit service also provide complementary door-to-door paratransit service for individuals living within a 3/4 mile of fixed bus routes who are unable to use the fixed-route service due to a disability. To meet the requirements of the ADA, LeeTran has created Passport, LeeTran’s ADA paratransit service. This service is available to ADA-eligible persons in Lee County during regular fixed bus route service hours seven days a week. Passport is used to complement the fixed-route system by serving ADA-eligible elderly and persons with a disability who live within the prescribed distance from a fixed bus route.

Up until February 2005, LeeTran met its provision of the complementary paratransit service by subcontracting it out to a series of different contractors. The last of these was the County’s CTC, Good Wheels, Inc., which had been operating the ADA service since July 2003. In February 2005, LeeTran began managing its own ADA program trips. LeeTran now takes reservations, schedules and provides its own transportation for all ADA-related trips.

LeeTran ADA Paratransit Service Ridership Numbers

FY	Trips	Vehicle Miles
2016	119,069	1,556,000
2015	113,789	1,476,936
2014	109,281	1,488,560
2013	104,303	1,369,823
2012	102,274	1,310,353
2011	99,568	1,252,054

Senior Friendship Centers of Southwest Florida

Services provided by Senior Friendship Centers of Southwest Florida include adult day care and health care, personal care, case management, home making, respite care, medical transportation, and emergency alert response services. The agency was one of the major specialized transportation providers in Lee County before Chapter 427, F.S. took effect. Currently, SFC purchases approximately 3,800 trips a year through the CTC.

The agency's clients come mainly from South and North Fort Myers and the Lehigh area. The destination of the Fort Myers residents is the main Senior Friendship Center in Fort Myers, while the clients in the Lehigh area receive services at the Senior Friendship Center in Lehigh.

COORDINATION CONTRACT AGENCIES

Name of Agency	Address	City, State, Zip	Telephone Number	Contact
Lighthouse of SW Florida	35 West Marianna Ave	North Fort Myers, FL 33903	239 997-7797	Douglas Fowler, Ex Dir
UCF	9040 Sunset Dr	Miami, FL 33713	305-273-3055	James Week
Hope Hospice	2668 Winkler Ave	Fort Myers, FL 33901	239-985-6400	Carlos Menjivar
Dr. Piper	2607 Dr Ella Piper Way	Fort Myers	239-332-5346	Nida Eluna

At the time of the development of the TDSP, Good Wheels, Inc. had Coordination Contracts with the above agencies.

4. Public Transit Utilization

The CTC initiated a bus pass program during November, 1996. When appropriate, the CTC will arrange for a person to travel on LeeTran’s Fixed Route system rather than on the door-to-door system. The passenger is issued a monthly bus pass, saving money for the Transportation Disadvantaged Non-sponsored Trip Grant.

LeeTran- Lee County Transit Mr. Steve Myers, Director LeeTran 6035 Landing View Rd Fort Myers, FL 33907	LeeTran- ADA Paratransit/ “Passport” Mr. Peter Gajdjis LeeTran Passport 5711-1 Independence Circle Fort Myers, FL 333912
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5. School Bus Utilization

School buses are not currently utilized in the coordinated system. LeeTran is working with the School District to address joint use topics.

6. Vehicle Inventory

Vehicle inventories are shown as *Exhibit C*.

7. System Safety Program Plan Certification

Good Wheels Annual Safety Certification is shown as *Exhibit D*.

8. Inter-county Services

Inter-county services are provided by local carriers. Medicaid passengers traveling to medical appointments may arrange transportation by contacting the CTC. The necessity to travel out of the service area will be verified by the CTC. In the past, Good Wheels operated an intercounty service

between the cities of Clewiston, LaBelle and Fort Myers from September 1995 to April 1999. This was discontinued in April 1999.

Good Wheels is presently operating a Dial-A-Ride program. This service is funded through FTA 5311 funds. A passenger calls Good Wheels to schedule a trip. This service operates in the Hendry/Glades service area and passengers can arrange trips to Lehigh Acres. The Dial-A-Ride flyer is provided at the end of the Service Plan component.

Good Wheels receives federal and state grant funds to operate a regularly scheduled route from Clewiston in Hendry County to Belle Glade in Palm Beach County. This service connects to routes operated by Palm Tran.

9. Emergency Preparedness & Response

Procedures for transportation in the time period before an evacuation due to natural disasters and/or emergencies are addressed by the LCB's Standard/Policy 2.11.

Good Wheels, Inc. takes an active role in Lee County's Emergency Transportation Operations Plan during emergencies. (A copy of the Plan is available upon request.)

The CTC, through contractual agreements with carriers and in the System Safety Program Plan (SSPP) establishes policies for the handling of emergencies, accidents and delays. Carriers are required to notify the CTC and appropriate emergency personnel immediately if an emergency, accident or delay occurs. Appropriate emergency personnel can include police, fire or ambulance. Solicit appropriate medical or emergency assistance, if an accident or other emergency occurs. The CTC must also be notified of schedule delays. The carrier must also submit a written accident or incident report and management analysis, within 24 hours. If bodily injury and/or property damage exceeds levels outlined in U.S. DOT, the driver is required to undergo drug and alcohol testing as per Federal guidelines. If delays occur, the CTC may reassign trips. Where possible, passengers will be notified of extended delays and alternate arrangements.

In the event of an accident, the carrier must follow up with a written accident report and a management analysis within 24 hours. In the event of bodily injury or property damage in excess of U.S. DOT guidelines, the driver must submit to drug and alcohol testing in accordance with U.S. DOT and Federal Transit Administration (FTA) guidelines. To handle delays, each carrier is required to have one back-up vehicle for every six vehicles in service. If delays occur, the CTC may reassign trips to other service providers. If an extended delay results, the passenger will be notified and a satisfactory resolution will be reached.

10. Educational Efforts/Marketing:

Good Wheels has public information brochures and "Passenger's Guide Transportation Disadvantaged and Medicaid". In addition to the brochure, Good Wheels visits various government, community and social service agency meetings.

The LCB has identified the need for Good Wheels to keep the community informed. Reaching out to the customary user groups of the coordinated system will continue to be an important part of this effort. Good Wheels and the LCB will work together to keep the passengers, the sponsoring agencies and the public informed regarding changes in service delivery.

Along with continually educating the users and the LCB, another important aspect of training is

for Good Wheels to maintain its program to train its employees. The types of training conducted are for new employees, continuing driver education for current staff, and on-going operations training for current staff.

Good Wheels has brochures describing the coordinated transportation system briefly discussing eligibility criteria and the scope of the services provided are distributed to social service agencies within the service area.

11. Acceptable Alternatives

There have been no acceptable alternatives for the provision of transportation service identified in Lee County.



Service Standards

Lee County CTC – Policies and Standards, Evaluation and Monitoring		
Rule	41-2.006(4)(a), FAC: Drug and alcohol testing for safety sensitive job positions within the coordinated system regarding pre-employment, randomization, post-accident and reasonable suspicion, return to duty and follow-up as required by Federal Transit Administration (FTA).	
Compliance	All safety sensitive job positions comply with the pre-employment, randomization, post-accident and reasonable suspicion testing requirements of the Federal Transit Administration.	Reviews are conducted according to FTA.
Monitoring	Annual reviews conducted by FDOT, FHWA or FTA will determine compliance with this standard.	Conducted by FDOT reps.
Rule	41-2.006(4)(b), FAC: An escort of a passenger and dependent children are to be transported as locally negotiated and identified in the Local Service Plan.	
Compliance	In order to enhance the safety of passengers and drivers, children under age 15 or other people who, due to age or disabilities may be at risk to themselves or others, must be accompanied by an escort or attended to by an attendant. Escorts must be provided by the passenger or the agency paying for their trip. The escort must be able to provide the necessary assistance to the passenger. Escorts are transported at no additional charge. The CTC reserves the right to refuse to transport a passenger or group of passengers if they need an escort, but do not have one. The need for an escort is determined in advance of the trip. “Traveling companions” are not the same as required. Escorts that have to be picked up or dropped off before/after passengers are not considered escorts, but are regular trips.	Escorts are not allowed, but can negotiate a cost to ride.
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(c), FAC: Use of child restraint devices in Florida is a State law.	
Compliance	All passengers under the age of 5 and/or less than 45 pounds will be required to use a child restraint device. This device will be provided by parent or sponsoring agency, or by Good Wheels upon arrangement.	
Monitoring	Annual reviews conducted by FDOT, FHWA or FTA will determine compliance with this standard.	Verified by bus ride (car seat on bus).
Rule	41-2.006(4)(d), FAC: Passenger property that can be carried by the passenger and/or driver in one trip and can safely bestowed on the vehicle, shall be allowed to be transported with the passenger at no additional charge. Additional requirements may be negotiated for carrying and loading rider property beyond this amount.	
Compliance	Evaluated at the CTC Annual Review.	
Monitoring	Passengers shall be allowed to have four pieces of personal property which they can place on their lap or stow under their seat. Passengers must be able to independently carry all items	Verified by bus ride.

	brought onto the vehicle. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices or intravenous devices.	
Rule	41-2.006(4)(e), FAC: Vehicle transfer points shall provide shelter, security and safety of passengers.	
Compliance	The CTC does not generally use transfers in the coordinated system, but if they are used, vehicle transfer points shall be located in a safe, secured place that provides shelter.	
Monitoring	Evaluated at the CTC Annual Review.	N/A
Rule	41-2.006(4)(f), FAC: A local toll-free phone number for complaints or grievances shall be posted inside the vehicle. The local complaint process shall be outlined as a section in the Local Service Plan. This shall include advising the unsatisfied person about the Commission's Ombudsman Program as a step within the process as approved by the Local Coordinating Board.	
Compliance	The local toll free phone number will be included in the complaint process. This number will be posted on right visor of all vehicles in 3" sized numbers: (800) 741-1570.	
Monitoring	Evaluated at the CTC Annual Review.	Verified by bus ride, sticker on bus.
Rule	41-2.006(4)(g), FAC: Out of service area trips shall be provided when determined locally and approved by the Local Coordinating Board, except in instances where local ordinances prohibit such trips.	
Compliance	The local toll free phone number will be included in the complaint process. This number will be posted on right visor of all vehicles in 3" sized numbers: (800) 741-1570.	
Monitoring	Evaluated at the CTC Annual Review.	Verified by bus ride.
Rule	41-2.006(4)(h), FAC: Interior of all vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger.	
Compliance	All vehicles shall be cleaned and maintained (interior and exterior) on a regular schedule.	
Monitoring	Evaluated at the CTC Annual Review.	Verified by bus ride.
Rule	41-2.006(4)(i), FAC: Billing requirements of the CTC subcontractors shall be determined locally by the Local Coordinating Board and provided in the Local Service Plan. All payments shall be paid to subcontractors within seven calendar days after receipt of said payment by the CTC. If the contractor receives less than full payment, then the contractor shall be required to disburse only the funds received on a pro rata basis with each subcontractor receiving a prorated portion based on the amount due on the payment.	
Compliance	The CTC shall pay all bills to the subcontracted transportation operator within seven days after receipt of payment. Operator payments will be addressed as a standard LCB agenda item.	Verified by operators.

Monitoring	The LCB will evaluate this at its quarterly meetings.	
Rule	41-2.006(4)(j), FAC: Passenger/trip database must be maintained or accessible by the CTC on each rider being transported within the system.	Verified by review of records.
Compliance	For each passenger transported within the system, the CTC will collect the name, phone number, address, funding source eligibility and special requirements on each passenger in a database. See 2.10 (2.15) for HIPPA Compliance.	
Monitoring	Evaluated at the CTC Annual Review	
Rule	41-2.006(4)(k), FAC: Adequate seating for para-transit services shall be provided to each rider and escort, child or personal care attendant, and no more passengers than the registered passenger seating capacity shall be scheduled or transported in a vehicle at any time. For transit services provided by transit vehicles, adequate seating or standing space will be provided to each rider and escort, child or personal care attendant, and no more passengers than the registered passenger seating or standing capacity shall be scheduled or transported in a vehicle at any time.	Verified by bus ride.
Compliance	Vehicle seating will not exceed the manufacturer's recommended capacity.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(l), FAC: Drivers for para-transit services, including coordination contractors, shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with the specific passenger, upon pickup of each rider, group of riders or representative, guardian, or associate of the rider, except in situations where the driver regularly transports the rider on a recurring basis. Each driver must have photo identification that is in view of the passenger. Name patches, inscriptions or badges that affix to driver clothing are acceptable. For transit services, the driver photo identification shall be in a conspicuous location in the vehicle.	Verified by bus ride.
Compliance	Drivers shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with specific passengers, upon pickup except in situations where the driver regularly transports the rider on a recurring basis. All drivers will have a name badge displayed at all times when transporting passengers. Drivers have photo-id on their person that they can show to the passenger upon request.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(m), FAC: The para-transit driver shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include opening the vehicle door, fastening the seatbelt or utilization of wheelchair securement devices, storage of mobility assistive devices, and closing the vehicle door. In door-through-door para-transit service categories, the driver shall also be required to open and close	Verified by bus ride.

	doors to buildings, except in situations in which assistance in opening/closing building doors would not be safe for passengers remaining on the vehicle. Assisted access must be in a dignified manner. Drivers may not assist wheelchair up or down more than one step, unless it can be performed safely as determined by the passenger, guardian and driver.	
Compliance	All drivers shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include holding hands, or allowing the passenger to hold an arm; opening the vehicle door, fastening the seat belt or utilization of wheelchair securement devices, storage of mobility assistive devices and closing the vehicle door. Other assistance may be provided as needed and accepted. Assisted access must be in a dignified manner. Drivers may not assist wheelchair up or down any steps; only ramps are to be used.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(n), FAC: Smoking is prohibited in any vehicle. Requirements for drinking and eating on board the vehicle will be addressed in the Local Service Plan.	
Compliance	Smoking, eating and drinking is prohibited on any vehicle in the coordinated system.	Verified by bus ride; signage is on bus.
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(o), FAC: The CTC and the LCB shall jointly develop a policy on passenger no shows. Assessing fines to passengers for no shows is acceptable but such policy and process shall be identified in the local Service Plan.	
Compliance	<p>Passenger no-shows are defined as trips not canceled one hour before scheduled pickup. When a passenger is considered a no-show, the driver will attempt to communicate with them through CTC dispatch. They will be notified through the use of a door hanger which notes the time the driver arrived. For a TD Grant non-sponsored trip, upon the third no-show, the CTC will send a letter to the person to provide notice that their service will be suspended for thirty days.</p> <p>For trips sponsored by other funding sources, the CTC shall contact the agency when a no-show occurs. Agencies should also contact the CTC when they become aware of cancellations or no-show situations.</p> <p>The Policy on no-shows shall be communicated to the passengers and agencies by the CTC when adopted, and thereafter to all newly enrolled passengers. The information shall be distributed in the appropriate format and shall be available in alternative formats upon request.</p>	Automated phone call the night before to reduce no-shows.
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(p), FAC: All vehicles ordered or put into service after the adoption of this section of the Rule, and providing service within the coordinated system, shall be equipped with two-way communications in good working order and be audible to the driver at all times to the base.	Verified by bus ride.

Compliance	All vehicles are equipped with cell phones and tablets.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(g), FAC: All vehicles ordered or put into service after the adoption of this section of the rule and providing service within the coordinated system, shall have working air conditioners and heaters in each vehicle. Vehicles that do not have a working air conditioner or heater will be scheduled for repair or replacement as soon as possible.	Verified by bus ride.
Compliance	All vehicles have working air conditioning and heating. Vehicles that do not have a working air conditioner and heater will be scheduled for repair or replacement as soon as possible. Should a vehicle incur a problem, it will be repaired as soon as possible. The priority of the LCB is that the CTC provide transportation. If a vehicle's air conditioning or heating is not functioning properly, and if there are no other vehicles available, the passengers will be transported.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(r), FAC: First Aid policy shall be determined locally and provided in the local Service Plan.	1 st Aid kit on bus, Verified by bus ride. Also, driver training records were verified.
Compliance	All drivers will be trained in First Aid every three years by the National Safety Council. All vehicles are equipped with a First Aid kit.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(s), FAC: Cardiopulmonary Resuscitation [CPR] policy shall be determined locally and provided in the Local Service Plan.	Driver training records were verified.
Compliance	All drivers will be trained in Cardiopulmonary Resuscitation [CPR] every two years.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(t), FAC: Driver criminal background screening shall be determined locally, dependent upon purchasing agencies' requirements and provided in the local TDSP.	Driver records were verified.
Compliance	All drivers in the coordinated system have a favorable FDLE background, using DCF policies and procedures.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(u), FAC: In areas where fixed route transportation is available, the CTC should jointly establish with the LCB a percentage of total trips that will be placed on the fixed route system.	n/a
Compliance	The LCB has established a goal of 1.5% to be placed with the fixed-route transit system.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(v), FAC: The CTC should establish and address the passenger pick-up window in the local TDSP. This policy should also be communicated to contracted operators, drivers, purchasing agencies and passengers.	Complaint log was reviewed.
Compliance	Passengers are not given a set pick-up time. Instead, they are	

	told to be ready for their ride to arrive up to an hour before their destination appointment time. The CTC may negotiate special pick-up arrangements with the customer, in advance, as the situation dictates. Passengers will be dropped off at their appointment with certain exceptions negotiated in advance. All return trips are scheduled in advance. Passengers should expect their return vehicle to arrive at the scheduled time, up to 30 minutes after the scheduled return time. Passengers can expect their return trip to take up to 60 minutes from the time they are seated on the vehicle.	
Monitoring	Evaluated from the annual CTC customer complaint surveys. Doesn't apply to ADA trips.	
Rule	41-2.006(4)(w), FAC: The CTC and the LCB should jointly establish and address the percentage of trips that will be on-time in the local Transportation Disadvantaged Service Plan. This performance measure should be communicated to contracted operators, drivers, purchasing agencies and passengers.	
Compliance	The CTC will have an 85% on-time performance rate for all completed trips. The Evaluations of the CTC's on-time performance will be measured based upon the time the person is to be dropped off for their appointment and the time the person is to be picked up on a scheduled return trip. These are considered separate trips.	
Monitoring	Evaluated from the annual CTC customer complaint surveys. Doesn't apply to ADA trips.	Records verified.
Rule	41-2.006(4)(x), FAC: The CTC should establish and address in the TDSP a minimum 24 hour advanced notification time to obtain services. This policy should also be communicated to contracted operators, drivers, purchasing agencies and passengers.	
Compliance	There will be a minimum 24 hour notice requirement for all trips scheduled within the coordinated system. (72 business hours for Medicaid trips.) Non-Medicaid reservations must be made before Noon the day before the requested trip. Passengers with an urgent need to travel should call the CTC. Same day trip requests cannot be guaranteed, however, the CTC will attempt to assist the passenger.	
Monitoring	As established.	TDSP reviewed.
Rule	41-2.006(4)(y), FAC: The CTC and the LCB should jointly establish and address in the service plan a performance measure to evaluate the safety of the coordinated system. This measure should be used in the CTC evaluation of its contracted operators and the LCB's evaluation of the CTC.	
Compliance	The standards for crashes will be 1.2, or fewer, accidents per 100,000 miles for the evaluation period, based on the AOR definitions of crashes.	
Monitoring	This information is part of the annual AOR.	Yes, per AOR and APR.
Rule	41-2.006(4)(z), FAC: The CTC and the LCB should jointly establish and address in the local service plan a performance measure to evaluate the reliability of the vehicles used in the coordinated system. This measure should be used in the CTC	Yes, per AOR and APR.

	evaluation of its contracted operators and the LCB's evaluation of the CTC.	
Compliance	The standard for road calls will be an average of 10,000 miles or more between each road call (e.g., the system wide total, not each individual vehicle).	
Monitoring	This information is part of the annual AOR.	
Rule	41-2.006(4)(aa), FAC: This performance measure can be used to address the accessibility of the service. The CTC and the LCB should jointly determine if a standard for call hold time is needed in the coordinated system and address this in the local service plan. If determined to be necessary, this standard should be included in the LCB's evaluation of the CTC.	
Compliance	The customer should not be put on hold for more than 3 minutes on average.	Yes, this has been verified.
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(bb), FAC: The CTC and the LCB should jointly establish and address in the local service plan a performance measure to evaluate the quality of service provided within the coordinated system. This measure should be used in the CTC's evaluation of its contracted operators, and the LCB's evaluation of the CTC.	
Compliance	Complaints shall not exceed 1% of total trips provided during the evaluation period. The LCB should evaluate the CTC based upon the number of complaints that are resolved, versus unresolved.	Yes, per AOR and APR.
Monitoring	The LCB will evaluate this at its quarterly meetings.	

Lee County CTC – Policies and Standards, Evaluation and Monitoring - Other		
Policy	2.01 Service Effectiveness 2.01a – Expense, 2.01b – Revenue, 2.01c – Subsidy, 2.01d – Ridership, 2.01.e – Service Quality, 2.01f – Level of Service, 2.01g -- Safety	
Compliance	The CTC shall continually look for methods to: 1. Increase the number of passenger trips per driver hour; 2) Minimize any yearly increase to the cost per passenger trip; and 3) Minimize any yearly increase to the cost per driver hour.	Yes, per AOR and APR.
Monitoring	This information is part of the annual AOR.	
Policy	2.02 Contract Monitoring	
Compliance	The CTC will perform an annual evaluation of the contracted operators using the LCB evaluation process, using applicable portions of the evaluation materials, and provide a copy of the annual evaluation of the operators.	Monitoring is conducted annually in June.
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.03 Ride time	
Compliance	The CTC will make every effort to abide by funding	Yes, per review of complaint log.

	agencies stated ride times. Passengers can expect to return home within 60 minutes of their pick up. In situations where it becomes apparent that the ride time will exceed this (crashes or vehicular breakdowns), the CTC will make every effort to contact the families of the passengers by telephone.	
Monitoring	The CTC needs to document which agencies have ride time limits and other exceptions. Community Care for the Elderly (CCE) = 90 minutes. This Policy does not apply to ADA trips.	
Policy	2.04 Voice Mail Changes	
Compliance	The CTC must ensure that customers are provided with sufficient notification of pending major changes to the phone system for scheduling trips or for reporting complaints. The recording should offer in English and in Spanish, the date of the change and describing the changes that will take place.	
Monitoring	Voice mail changes need to be announced in advance and detailed.	Yes, this takes place when needed.
Policy	2.05 Standardization of Transportation Operator and Coordination Contracts.	
Compliance	The suggested contract format is used.	Yes, the suggested formats are being used.
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.06 Eligibility Criteria	
Compliance	Persons are eligible for transportation if their trip is sponsored by a funding agency. If no funding agency is available and if the person meets the definitions of transportation disadvantaged, then they are eligible for transportation. The LCB's policy is for the CTC to provide transportation to persons whose household income is at 200% of the poverty levels. Persons to be transported contact the CTC for an application. The CTC will transport the general public who shall be charged the going rate for trips.	
Monitoring	As established	Yes, the records were reviewed.
Policy	2.07 Prioritization of Trips	
Compliance	The CTC, LCB and planning staff have prioritized trips in the TDSP.	Yes, the records were reviewed.
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.08 Insurance: The CTD requires that the CTC carry \$100,000 per person/\$200,000 per incident in insurance, pursuant to Rule 41-2.006, FAC.	
Compliance	The CTC carries \$1 million per County regulations. The CTC requires its subcontracted operators to carry \$100,000/\$200,000. The subcontractors must have the CTC named as an additional insured. Insurance requirements for subcontractors are covered in more detail in the operators' contracts. The CTC carries \$1 million per County regulations. The CTC requires its subcontracted operators	Yes, the records were reviewed.

	to carry \$100,000/\$200,000. The subcontractors must have the CTC named as an additional insured. Insurance requirements for subcontractors are covered in more detail in the operators' contracts.	
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.09 System Safety Program Plans (SSPP)	
Compliance	Updated annually.	Yes, the records were reviewed.
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.10 Co-pays: LCB's Policy on the \$2.00 fare co-payment on the non-sponsored trip grant; other copayment issues.	
Compliance	The CTC charges a \$2.00 fare on each non-sponsored trip. The monies collected are used for the local match for the trip grant. All co-payments are \$2.00 except Medicaid, which has a \$1.00 copayment.	Yes, the records were reviewed.
Monitoring	As established	
Policy	2.11 Inclement Weather	
Compliance	The LCB has a policy regarding provision of transportation to persons during storms. Components of the policy include: 1. The CTC is closed when LeeTran is closed; when ADA services stop. The CTC becomes a member of the Lee County Emergency Operations Team. 2. The CTC has the right to not transport clients of a center, if they believe that they will not be able to get a person back. (The CTC has the right to cancel trips.) 3. An agency program director has the right to call the CTC the morning of the trip and cancel trips for the day, if they feel the weather is too severe. This is based on if the Lee County Schools are not transporting that day. (On weekends, or days when schools are shut, the CTC shall use its best judgment.) 4. Centers must work with the CTC to develop a contingency plan that outlines what the center will do with its clients, in the event that the CTC cannot come pick the clients up at the appointed time due to severe storms. The contingency plan should be developed with the understanding that the delay may be for an unknown length of time. Centers should make sure that the family members of clients receive a copy of the contingency plan (or a page that outlines what the family members should expect.) 5. The features in 2, 3 and 4 should free up enough trips to allow the CTC to go get people who were transported out to a location without a contingency plan. 6. Clients at centers will be picked up as soon as it is safe to do so, and as soon as there are trips available. 7. For the purpose of this policy, a storm was defined as "sustained wind of 39 miles per hour or more, and/or major flooding of streets." "Gale force" winds are 39 to 46 mph.	Yes, the records were reviewed.
Monitoring	Presence of letters on file; Copies of Agencies' contingency plans on file with the CTC; CTC is to monitor storm warnings and weather conditions.	
Policy	2.12 Distribution of Replacement Vehicles Acquired Through Grants.	All of Good Wheels' vehicles are ADA

Compliance	Vehicles received through any grant funding source will be used to replace existing ADA-compliant or non-ADA regulation compliant vehicles currently in the system, according to the following priorities: 1.) Gasoline vehicles with over 175,000 miles, or diesel vehicles with over 225,000 miles, or vehicles over 5 years old; 2.) Non-ADA accessible vehicles; 3.) All other vehicles including sedans, standard vans, and other ADA accessible vehicles. It is the goal to have each vehicle in our system ADA compliant.	compliant. The updated Vehicle inventory is supplied to the Planning Agency annually .
Monitoring	The CTC will update the TDSP annually with an inventory of all vehicles used in the coordinated transportation system as Exhibit D.	
Policy	2.13 Required Use of Seatbelts	
Compliance	Passengers riding vehicles equipped with seatbelts will be required to use them. Persons utilizing wheelchairs will have the chair restrained, and will be required to utilize a personal securement device to ensure that they stay in the chair. All wheelchairs for transport must be complete and well maintained and in good working order to include fully operational brakes. Section 37.165©(3) of the DOT’s ADA regulations allows a transit operator to establish a policy that requires all riders to have their common wheelchairs secured while aboard a transit vehicle. Therefore, service will be denied to a rider who refuses to allow his or her common wheelchair to be secured. Wheelchairs will be adequately secured or stored. If a passenger refuses to be secured, the passenger will not be transported. The CTC is to communicate it to all passengers and funding agencies. Under Section 37.5 of the DOT’s ADA regulations, a transit operator is not permitted to mandate the use by wheelchair users of seatbelts and shoulder harnesses, unless the operator mandates the use of these devices by all passengers, including those sitting in vehicle seats. All passengers are required to use seatbelts.	Yes, all vehicles are equipped with seatbelts and all passengers use them. And, all vehicles have wheel chair securement systems for the common wheel chairs.
Monitoring	CTC will ensure that all appropriate vehicles are equipped with functioning seatbelts.	
Policy	2.14 Disruptive Passengers	
Compliance	<p>When an agency has an existing policy regarding behavioral problems, the CTC abides by the agencies’ existing policy, unless such behavior endangers other passengers, the driver or other motorists. In that case, the CTC may take whatever action is necessary to insure the safety of all concerned. If no policy exists and for TD passengers, the CTC will deal with behavioral problems including, but not limited to: fighting, intoxication and abusive behaviors as follows:</p> <p>First incident, a written warning to advise the person or his/her parent, guardian or responsible agency that an incident has occurred. (Unless the First Incident is of a serious, life threatening nature, then skip immediately to Step 2. It is also understood that the Driver may call 911 if ever needed.</p>	The CTC reports this to the LCB on a case by case basis.

	<p>Second incident, the CTC will meet with all concerned parties and decide if transportation on the para-transit system is appropriate.</p> <p>Third incident, the CTC will meet with all concerned parties and decide if transportation on the para-transit system is appropriate.</p>	
Monitoring	The LCB will evaluate this at its quarterly meetings.	
Policy	2.15 Compliance with HIPPA	
Compliance	The CTC is compliant with HIPPA regulations.	CTC is in compliance with HIPPA
Monitoring	As required	
Policy	2.16 Use of Scooter Mobility Devices	
Compliance	Good Wheels is unable to transport clients in scooters because they cannot be secured safely in our vehicles. Passengers who ride in scooters must be able to transfer to a seat or use an approved wheelchair when being transported by Good Wheels, Inc. This is a safety issue and we are concerned for your safety as well as other passengers and our driver.	N/A
Monitoring	As established	
Policy	2.17 Definition of Group Trip	
Compliance	A group trip shall be defined as 5 individuals or more.	N/A
Monitoring	As established	

Standard/Policy (2.07) LEE COUNTY LCB PRIORITIZATION POLICY FOR NON-SPONSORED TRIPS BY TRIP PUPOSE

Annually, the LCB prioritizes non-sponsored trips by purpose. For the past several years, due to funding, only medical trips have been provided by the CTC. However, since not all of the medical trips can be provided the rest of the priorities remain unmet.

TD TRUST FUND TRIP PRIORITIES

Priority Order	Trip Purposes – Categories and Definitions
1	<p>MEDICAL:</p> <p>Critical- a. Kidney Dialysis b. Cancer Treatment c. Mental Health Care</p> <p>Other- d. General Medical Appointments e. Therapy f. Prescriptions g. Children at Risk</p>
2	NUTRITIONAL – Food/grocery shopping/meal site/food stamps
3	EMPLOYMENT (In County Only)

4	TRAINING/EDUCATION
5	LIFE-SUSTAINING/OTHER: a. Non-food Shopping b. Banking/Social Security c. Visits to hospitals/nursing homes d. Recreational
6	RECREATION – non-essential, non-employment related trips to activities such as: bowling, bingo, beach, parks, restaurants, libraries, theaters, etc.

13. LOCAL SERVICE COMPLAINT AND FORMAL GRIEVANCE PROCEDURE/PROCESS

This section was reviewed by the LCB and approved on May 5, 2017.

The LCB has a service complaint procedure, and a formal grievance procedure. This section of the TDSP has four parts, and is reviewed annually:

- ✚ A summary of the Service Complaint process is provided.
- ✚ A summary of the Formal Grievance Procedures is provided.
- ✚ The summaries are designed to fit on brochures. The CTC must make its brochures available in alternative formats, upon request.
- ✚ The Service Complaint Process is provided in full, and
- ✚ The Formal Grievance Procedures is provided in full.

The LCB’s complete Service Complaint and Formal Grievance Procedures as contained in the TDSP, are consistent with the Commission for the Transportation Disadvantaged’s *Uniform Service Reporting*; January 1996; this document is available upon request from the Commission for the Transportation Disadvantaged.

Existence of Complaint Policy and Procedures:

The Lee County Local Coordinating Board for the Transportation Disadvantaged has adopted procedures for the Community Transportation Coordinator to use to address complaints from agencies, users, potential users, subcontractors, and other interested parties. The policies are to be followed by the Community Transportation Coordinator (CTC) – Good Wheels, Inc. and any of its operators. These procedures provide definitions of terms used in the process, identify how complaints are received by the CTC; provide a process and forms for the CTC to record complaints, and how the complaints were resolved; explains how the CTC is to collect monthly and annual data for reporting to the LCB, and explains what to do when a complaint cannot be resolved. The procedures also provide contact names and addresses.

Definitions:

Service inquiries are requests for information about the service and can occur once or several times in the course of a day’s service. An example of a service inquiry is when a customer calls the CTC and says, “My bus is a few minutes late, where is it?” Service inquiries are reported to the driver or dispatcher or to other individuals involved with the daily operations, and are usually resolved by the CTC immediately or within the course of a reasonable time period suitable to the complainant. Service inquiries do not have to be ‘recorded’ as a complaint.

Service complaints are routine incidents that occur on a daily basis, are reported to the driver or dispatcher, or to other individuals involved with the daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. Service complaints should be recorded as ‘complaints.’ The CTC is to total these service complaints on a yearly basis for the CTD’s Annual Operating Report, (AOR). Service Complaints may include but are not limited to:

- “My bus is late.” [beyond the On-Time Policy for the service area.] Late trips (late pickup and or late drop-off;)
- No-show by transportation operator;
- No-show by client;
- Client behavior;
- Driver behavior;
- Passenger discomfort;
- Service denial (refused service to client without an explanation as to why, e.g. may not qualify, lack of TD funds, etc.)

If unresolved, a routine service complaint can result in a formal grievance. (The Local Coordinating Board has a separate “Formal Grievance Procedure,” contained in the TDSP. Please review it for additional information.) Local service complaints are driven by the inability of the CTC or transportation operators to meet local service standards established by the CTC and LCB.

The Lee County Local Coordinating Board for the Transportation Disadvantaged has established rules and procedures to address grievances from agencies, users, potential users, subcontractors, and other interested parties relating to the coordination of non-emergency transportation services.

A formal grievance is a concern regarding the operation or administration of coordinated transportation disadvantaged services by transportation operators, the CTC, the Designated Official Planning Agency, or the LCB. A formal grievance may also be a service complaint that has been left unresolved for more than 45 days. A sample of this form is attached in **Exhibit E**.

The LCB shall “appoint a Grievance Committee to serve as a mediator to process and investigate complaints, from agencies, users, potential users of the system and the CTC in the designated service area, and make recommendations to the Coordinating Board for improvement of service. The Coordinating Board shall establish procedures to provide ... opportunities for issues to be brought before such committee and to address them in a timely manner...”

The LCB does not have “adjudicative” or “determinative” powers.

Forms to Use to record a complaint:

The CTC shall utilize the form below to log complaints. This form is consistent with that provided by the Commission for the Transportation Disadvantaged’s Uniform Service Reporting [for Service Complaints] January 1996. This document, which is available upon request from the Commission for the Transportation Disadvantaged, is a guide to the proper method to identify a complaint, determine its validity, complete a service report, and achieve customer satisfaction. Carriers are to use the same forms. Each complaint shall be assigned a Log Number to assist in tracking the resolution of each complaint. All service complaints should be recorded.

Letting the Consumer know how to complain:

The CTC shall make reasonable efforts to ensure that its customers know how to submit a complaint. The CTC should announce the existence of its complaint process in its brochures and

other printed material, in its telephone recordings, and in signs posted inside of the vehicles. Multiple formats should be accessible.

Posting Of Contacts in the Vehicles:

The CTC must ensure that the contact numbers for the CTC, for the CTD’s Ombudsman Hotline, are posted in each vehicle.

Reporting Complaints:

Quarterly, a summary of all complaints and their status of resolution should be provided by the CTC to the Planning Agency. The Planning Agency will then provide the most current summaries to the LCB for its next meeting:

SAMPLE COMPLAINT FORM

Log #	Date of Contact	Involved What? (Service, Policy or Vehicle)	Which Contracted Operator?	Status of Resolution

- ✚ **Service** (ride time, schedules, timeliness, attitude/conduct)
- ✚ **Policy** (fares, co-payments, operation hours, prioritization, “won’t go to...”)
- ✚ **Vehicle** (safety, equipment, cleanliness)

Surveying customers to determine satisfaction levels and to make route improvements based on future demand:

The LCB requires the CTC to conduct periodic surveys of consumers in order to determine their level of satisfaction with services. These surveys are also used by the LCB to evaluate the CTC on factors associated with customer satisfaction. The surveys also can be used to determine where the demand for service is. The CTC is to conduct random surveys of consumers each year. It is suggested that they conduct some surveys each month. In addition to this, the Commission for the Transportation Disadvantaged’s Quality Assurance team conducts random sample surveys of passengers by telephone, during the biannual review of the CTC’s.

The CTC will tabulate the surveys and provide a report to the LCB for its next meeting.

Agency Surveys:

The DOPA will conduct mailed out surveys of the agencies each September to determine their levels of satisfaction with the County TD Program. The CTC shall provide the DOPA with current mailing list of agencies they provide transportation to by September 15th.

Standards & Policies:

The Local Coordinating Board sets performance standards for the Community Transportation Coordinator. The Local Coordinating Board evaluates the Community Transportation Coordinator’s performance based upon these standards and policies.

Commission’s Ombudsman Hotline:

The Commission for the Transportation Disadvantaged has an Ombudsman Program to assist individuals with complaints. The toll-free Ombudsman Hotline is-1-800-983-2435.

**LEE COUNTY LCB
CONTACTS FOR SERVICE COMPLAINTS**

ENTITY	CONTACT INFORMATION	PHONE
Community Transportation Coordinator	Alan Mandel, CEO/CFO Good Wheels, Inc.	Customer Service: (239) 768-2900 Reservations: (239) 768-2900 General: (800) 741-1570
Lee County MPO -- Designated Official Planning Agency	Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220
Local Coordinating Board Chairperson	Hon. Rick Williams c/o Mr. Brian Raimondo Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220
Commission for the Transportation Disadvantaged	Ombudsman Hotline	(800) 983-2435 TDD (800) 648-4084
Medicaid	Ombudsman Hotline and Local	(800) 983-2435 or (239) 335-1300

The Lee County Local Coordinating Board for the Transportation Disadvantaged has established the following rules and procedures to address grievances from agencies, users, potential users, subcontractors, and other interested parties.

Authority

According to Rule 41-2.012(5)(c), *Florida Administrative Code*, the Local Coordinating Board shall “appoint a Grievance Committee to serve as a mediator to process and investigate complaints, from agencies, users, potential users of the system and the Community Transportation Coordinator in the designated service area, and make recommendations to the Coordinating Board for improvement of service. The Coordinating Board shall establish procedures to provide ... opportunities for issues to be brought before such committee and to address them in a timely manner...”

It should be noted that there is a difference between “hearing” a grievance and “hearing and determining” a grievance. Neither the Grievance Resolution Committee nor the Local Coordinating Board has the authority to “hear and determine” a grievance. They only have the authority to “Hear” and advise. When an entity makes a determination of the rights, duties, privileges, benefits, or legal relationships of a specified person or persons, it is exercising “adjudicative” or “determinative” powers. Deciding a grievance between two independent parties may fall within these parameters, depending on the nature of the grievance. Chapter 427, *Florida Statutes*, grants no adjudicative powers to anyone.

Even though the Local Coordinating Board does not have determinative authority, the recognition

of problems by the various members of the Local Coordinating Board is a very useful method to resolve many issues. In addition, it should be noted that since the Local Coordinating Board is involved in the development and approval of the Community Transportation Coordinator's Transportation Disadvantaged Service Plan, and since the Local Coordinating Board also conducts the annual evaluation of the Community Transportation Coordinator, there are significant opportunities for the Local Coordinating Board to make changes where needed.

Formal Grievance Policy and Procedures:

Section 1: Creation

- 1.1 There is hereby created a formal grievance procedure for the Lee County transportation disadvantaged program as specified by the Commission for the Transportation Disadvantaged pursuant to Chapter 427, *Florida Statutes*, and Rule 41-2.012, *Florida Administrative Code*, hereinafter referred to as the Grievance Process. The following rules and procedures shall constitute the grievance process to be utilized in the Coordinated Community Transportation System in Lee County.

Section 2: Definitions

- 2.1 As used in these rules and procedures the following words and terms shall have the meanings assigned therein. Additional transportation disadvantaged program definitions can be found in Chapter 427, *Florida Statutes*, and Rule 41-2, *Florida Administrative Code*.
- A) **Community Transportation Coordinator:** (CTC) Means a transportation entity recommended by a Metropolitan Planning Organization or by the appropriate designated official planning agency as provided for in Chapter 427 *Florida Statutes*, in an area outside the purview of a Metropolitan Planning Organization and approved by the Commission for the Transportation Disadvantaged, to ensure that coordinated transportation services are provided to serve the transportation disadvantaged population in a designated service area.
 - B) **Designated Official Planning Agency (DOPA)** means the official body or agency designated by the Commission for the Transportation Disadvantaged to fulfill the functions of transportation disadvantaged planning in areas not covered by a Metropolitan Planning Organization. The Metropolitan Planning Organization shall serve as the designated official planning agency in areas covered by such organizations.
 - C) **Transportation Disadvantaged (TD)** user of the system, "Those persons who because of physical or mental disability, income status, or age, or who for other reasons are unable to transport themselves or to purchase transportation, and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities, or children who are disabled or high risk or at risk as defined in Chapter 411.202, *Florida Statutes*."
 - D) **Agency:** Means an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private nonprofit entity providing transportation services as all or part of its charter.
 - E) **Transportation Operator:** Means one or more public, private for-profit or private non-profit entities engaged by the community transportation coordinator to provide service to

transportation disadvantaged persons pursuant to a Transportation Disadvantaged Service Plan, (TDSP).

- F) **Service Complaint:** events that may occur on a daily basis and are reported to the driver or dispatcher or other individuals involved with the daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. For more information, see the Local Coordinating Board's policy on Complaints, (elsewhere in the TDSP).
- G) **Formal Grievance** documents any concerns regarding the operation or administration of Transportation Disadvantaged services by the transportation operator, the Community Transportation Coordinator, the Designated Official Planning Agency, or the Local Coordinating Board. A formal grievance may also be a service complaint that has been left unresolved for more than 45 days. The formal grievance should demonstrate or establish their concerns as clearly as possible. Formal Grievances may include but are not limited to:
- ✚ Recurring or unresolved Service Complaints.
 - ✚ Violations of specific laws governing the provision of TD services i.e. Chapter 427 F.S., Rule 41-2 F.A.C. and accompanying documents, Sunshine Law, Americans with Disabilities Act, (ADA;)
 - ✚ Coordination disputes;
 - ✚ Agency compliance;
 - ✚ Conflicts of interest;
 - ✚ Supplanting of funds;
 - ✚ Billing and/or accounting procedures;
 - ✚ Policies of the Local Coordinating Board, particularly the Prioritization Policy.
- H.) **Administrative Hearing process:** Chapter 120, *Florida Statutes*.
- I.) **Ombudsman Program** means a toll free phone number established and administered by the Commission for the Transportation Disadvantaged to enable persons to access information and /or file complaints or grievances regarding transportation services provided under the coordinated effort of the community transportation coordinator. See contact information for phone numbers.

Section 3: Objectives

- 3.1 The objective of the LCB's grievance process shall be to process, investigate and make recommendations in a timely manner on formal grievances that are not resolved between the grievant and the other party or parties. It is not the objective of the grievance process to have "adjudicative" or "determinative" powers.
- 3.2 The CTC and its service operators and other transportation subcontractors must post the contact person's name and telephone number regarding the reporting of complaints (and the reporting of grievances) in each vehicle.
- 3.3 The grievance procedures and all documents pertaining to the grievance process will be made available to the grieving party.
- 3.4 The grievance procedures and all documents pertaining to the grievance process will be made

available, upon request, in a format accessible to persons with disabilities.

- 3.5 Other than this grievance process, aggrieved parties with proper standing may also have recourse through Chapter 120, *Florida Statutes*, the Administrative Hearing Process, or through the judicial court system.

Section 4: Membership

- 4.1 The local coordinating board's ad hoc grievance resolution committee shall be composed of a minimum of three (3) voting members or alternates of the LCB. Members shall be appointed to the ad hoc grievance resolution committee by the LCB chairperson or his/her designee. The ad hoc grievance resolution committee membership shall include a representative of users of the coordinated transportation system. The LCB chairperson or his/her designee reserves the right to make reappointments to the ad hoc grievance resolution committee should any conflicts of interest arise.
- 4.2 The LCB chairperson or his/her designee shall appoint one member of the ad hoc grievance resolution committee to serve as its chairperson.
- 4.3 The LCB chairperson's designee shall be a member of the TD planning staff from the planning agency. The TD planning staff serves as facilitators to the grievance process. Every effort shall be made by the participants of the ad hoc grievance resolution committee to conduct the process as diplomatically as possible.
- 4.4 In cases where a grievance involves the private or personal or professional interests of a member of the ad hoc grievance resolution committee, such member shall be disqualified from hearing such a grievance.
- 4.5 Local Coordinating Board members who represent affected agencies will be invited to grievance hearings as advisors.
- 4.6 No member of the Local Coordinating Board shall appear before the Grievance Committee as an agent or attorney for any person.

Section 5: Terms of Members

- 5.1 The members of the ad hoc grievance resolution committee shall serve at the pleasure of the LCB chairperson or his/her designee, for the duration of the grievance for which they are appointed.
- 5.2 The members of the ad hoc grievance resolution committee may be removed for cause by the LCB chairperson or his/her designee.
- 5.3 The quorum shall be a simple majority. Meetings shall be held at such times as the ad hoc grievance resolution committee may determine and/or as necessitated by the formally filed grievance.

Section 6: Grievance Procedures

- 6.1 Grievance procedures have been developed by the Local Coordinating Board, based upon guidelines from the Commission for the Transportation Disadvantaged.

- 6.2 The Local Coordinating Board's grievance procedures are for the purposes of listening to the grievance, providing advice and making recommendations to the affected parties of the grievance. The Local Coordinating Board may not exercise adjudicative powers. Aggrieved parties with proper standing may also have recourse through Chapter 120, *Florida Statutes*, Administrative Hearing Process, or the judicial court.
- 6.3 When necessary, the designated official Planning agency's Transportation Disadvantaged Program staff shall provide assistance to individuals to prepare written grievances.
- 6.4 The formal grievance process shall be open to any person or agency wishing to address concerns involving: purchasing agencies, users, potential users, private for-profit operators, private non-profit operators, the Coordinator, the Designated Official Planning Agency, elected officials, and drivers.
- 6.5 The administrators of the grievance process shall make every effort to ensure that the grieving party has exercised the other procedures in place, including the LCB's Complaint procedures or the CTC's internal complaints procedures for its subcontractors.

Note: If it is an unresolved service complaint, the grievant will be asked if they have contacted the CTC for assistance in resolving their complaint. The grievant should have made reasonable effort to have their service complaint resolved by the CTC. The CTC is responsible for resolving service complaints.

If the CTC has an internal grievance policy, appropriate grievances will be forwarded back to the CTC for resolution, prior to being considered as a formal grievance for the local coordinating board.

Section 7: Filing the formal grievance

- 7.1 The grievant should demonstrate or establish their concerns as clearly as possible. The grievance should try to demonstrate or establish a clear violation of a specific law, regulation, or contractual arrangement. Copies of pertinent laws and regulations may be obtained from the Designated Official Planning Organization's Transportation Disadvantaged Program staff.
- 7.2 The grievance must be filed to the Grievance Committee within ninety (90) days after the occurrence of the event giving rise to the grievance. The grievance shall be sent to:

Lee County Metropolitan Planning Organization, PO BOX 150045, Cape Coral, FL 33915
- 7.3 The grievance shall include:
 - a. the name and address and telephone number of the grievant; They do not have to have an address or phone in order to file a grievance, but they need a place which will receive mail for them, and a phone where we may contact them.
 - b. a statement of the grounds for the grievance, supplemented by supporting documentation, made in a clear and concise manner. This shall include a description of the efforts taken by the grievant to resolve the issue; and
 - c. an explanation by the relief desired by the grievant.

If the grievant does not supply the above information to substantiate the grievance(s) no further action will be taken. [See section 6.3, above, about assistance in getting formal grievances reduced to writing,]

- 7.4 The date the formal grievance containing items a, b, and c, above is received in writing shall be the date the formal grievance was filed.
- 7.5 Upon receipt of the formal grievance, the designated official planning agency transportation disadvantaged planning staff will have 10 working days to contact the grievant by telephone*, to discuss the materials received, and ask for additional information which may be necessary in order to file the grievance. (* when the designated official planning agency makes or attempts to make these telephonic contacts, they will enter records of the calls into a log for that grievance.)
- 7.6 If the designated official planning agency transportation disadvantaged planning staff is unable to establish contact by telephone within the 10 working days; they will write a letter to the grievant, and send it by certified mail to the grievant. The letter will indicate that the formal grievance has been received, and that telephonic contact was unsuccessful, and that the grievance has either been filed, or that additional information is necessary in order to file the grievance.
- 7.7 The designated official planning agency will have 10 working days from the date the grievance was filed to contact the Chairperson of the LCB, by telephone to inform of the receipt of the formal grievance, and proceed with the selection of the ad hoc grievance resolution committee. If the chairperson is not available, the DOPA staff may then contact the Vice-Chairperson.
- 7.8 The designated official planning agency will have ten 10 working days from the date the grievance was filed to contact the CTC (if the grievance involves the CTC) to inform that a formal grievance has been filed.
- 7.9 The designated official planning agency will have 10 working days from the date the LCB chair was contacted about the grievance [in Section 7.7] to contact members of the LCB to establish the membership of the ad hoc grievance resolution committee. Pursuant to Section 4.2 of this Process, the chairperson of the ad hoc grievance resolution committee will be established at this time.
- 7.10 After the designated official planning agency has received an agreement to serve as a member of the ad hoc grievance resolution committee from the sufficient amount of LCB members, the designated official planning agency will have ten 10 working days to set up a meeting to mediate the grievance. The grievant, the chairperson of the ad hoc grievance resolution committee, and the designated official planning agency staff will attend the mediation. (The CTC will be included in this meeting, if the grievance involves the CTC.)
- 7.11 After the mediation meeting, the DOPA shall prepare a report regarding the meeting outcome. The report shall be sent to the grievant, the LCB chairperson, and the chairperson (and all members) of the ad hoc grievance resolution committee within 10 working days of the date of the meeting.
- 7.12 The Chairperson of the ad-hoc Grievance Committee or DOPA staff will check with the grieving party in 10 working days, to determine whether they are resolved.
- 7.13 If mediation is successful, the grievance is closed.

Section 8: If Mediation is not successful:

- 8.1 If the grievance is not resolved through mediation the grievant may request in writing that their grievance be heard by the ad hoc grievance resolution committee. The grievant has 10 days from their receipt of the report (mentioned in Section 7.11) to notify the chairperson of the ad hoc grievance resolution committee through the DOPA.
- 8.2 Upon receipt of the written notice described in Section 8.1, the designated official planning agency has 15 working days to contact the chairperson and other members of the ad hoc grievance resolution committee, the grievant, and the involved parties, to set a grievance meeting date and location.
- 8.3 The grievant and all involved parties shall be notified of the meeting date and location at least seven working days prior to the meeting date by certified mail, return receipt requested.

Section 9: A meeting of the ad hoc grievance resolution committee is held:

- 9.1 All involved parties have a right to present their views to the Grievance Committee, either orally or in writing. In addition, all parties may present evidence.
- 9.2 The Grievance Committee may at any time during the course of the meeting question the parties and their witnesses on any facts which it deems material to the alleged improper action.
- 9.3 The entire meeting shall be recorded electronically. Any party requesting a copy of the transcription shall pay all costs incurred in furnishing the copy of the transcription.
- 9.4 The Grievance Committee will follow a meeting agenda in accordance with the procedures herein set forth:
 - A. Call to Order;
 - B. Presentation of Grievance;
 1. Presentation of Grievance by Grievant, which will also include witnesses, if applicable
 2. Response of concerned parties, which will include witnesses, if applicable.
 - C. Discussion of grievance, which shall take place in accordance with Roberts Rules of Order amongst the Grievance Committee, staff, the grievant and other interested parties. Discussion shall focus solely on the grievance as filed by the grievant;
 - D. Following discussion of the grievance, the Grievance Committee may submit a recommendation to the Coordinating Board in response to the grievance; and
 - E. Close meeting.
- 9.5 Upon conclusion of the grievance meeting, the ad hoc grievance resolution committee must submit a written report of the meeting proceedings to the chairperson of the local coordinating board within 10 working days. The report must outline the grievance, and provide the findings/recommendations of the ad hoc grievance resolution committee.

- 9.6 If the grievance is resolved through the Meeting process, the grievance process will end. The final report will be forwarded to the members of the local coordinating board.

Section 10: If the grievance is not resolved through the meeting of the ad hoc grievance resolution committee

- 10.1 If the grievance is not resolved through the meeting of the ad hoc grievance resolution committee, the grievant may request in writing that their grievance be heard by the local coordinating board. This request shall be sent to the Chairperson of the Local Coordinating Board, through the designated official planning agency, and must be made within 10 working days of their receipt of the ad hoc grievance resolution committee's report (in Section 9.5) Immediately following the meeting of the ad hoc grievance resolution committee, the grievant may make their request that their grievance be heard by the Local Coordinating Board, however, the time frame will "wait" until the ad hoc grievance resolution committee's report is prepared and received, as described in 9.5.
- 10.2 The Local Coordinating Board chairperson shall have 15 working days to set a meeting date. Members of the Local Coordinating Board shall have at least 10 working days notice of such meeting. The meeting of the local coordinating board shall be advertised appropriately (14 days in advance).
- 10.3 The grievance shall be presented at the meeting of the local coordinating board. The Local Coordinating Board will follow a meeting agenda in accordance with the procedures herein set forth:
- A. Call to Order;
 - B. Presentation of Grievance;
 - 1. Presentation of Grievance by Grievant, which will also include witnesses, if applicable
 - 2. Response of concerned parties, which will include witnesses, if applicable.
 - C. Discussion of grievance, which shall take place in accordance with Roberts Rules of Order amongst the Local Coordinating Board, staff, the grievant and other interested parties. Discussion shall focus solely on the grievance as filed by the grievant;
 - D. Following discussion of the grievance, the Local Coordinating Board may submit a recommendation to the appropriate parties in response to the grievance; and
 - E. Close meeting.
- 10.4 The results, findings and recommendations of the LCB shall be outlined in a final report to be completed within 10 working days of the meeting. The report shall be forwarded to the grievant, members of the Local Coordinating Board, the Community Transportation Coordinator, and all other persons/agencies directly involved in this grievance process.
- 10.5 If the grievance has not been resolved through these LCB procedures, the grievant may request that their grievance be heard by the Commission for the Transportation Disadvantaged.

Section 11: Prohibition against Retaliation

11.1 No individual shall be unlawfully denied Transportation Disadvantaged services because such individual has filed a grievance related to the Transportation Disadvantaged Program or has testified or is about to testify in any such proceeding or investigation related to the Transportation Disadvantaged Program. (This shall be monitored by the DOPA.)

Appeals to the Commission for the Transportation Disadvantaged

Should a grievant remain dissatisfied with the Local Coordinating Board or Community Transportation Coordinator's recommendation, he or she may contact the Commission for the Transportation Disadvantaged at the following address:

Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49, Tallahassee, Florida 32399-0450

The Commission for the Transportation Disadvantaged also has an Ombudsman Program to assist individuals with complaints. The CTD's toll-free Ombudsman Hotline is-1-800-983-2435.

Chapter 427, *F.S.* does not expressly confer the power or authority for the Commission for the Transportation Disadvantaged to "hear and determine" a grievance between two third parties. The Commission for the Transportation Disadvantaged may choose to listen to grievances and it can investigate them from a fact-finding perspective. It cannot be the "judge" or "arbiter" of the grievance in the sense of determining that one party's version of the facts is right and the other is wrong, and order the wrong party to somehow compensate the right party. On the other hand, the grievance may bring to light a problem within the system.

However, if the grievance showed that one of the parties with whom the Commission for the Transportation Disadvantaged contracts was acting so aberrantly as to not be in compliance with its contract, the Commission for the Transportation Disadvantaged could exercise whatever contractual rights it has to correct the problem. Accordingly, the Commission for the Transportation Disadvantaged may take part in the grievance process, if it wants to, for purposes of listening to the grieving parties and gathering the facts of the matter. It may not decide the grievance, where doing so would amount to an exercise of adjudicative powers.

LEE COUNTY LCB GRIEVANCE RESOLUTION CONTACTS

ENTITY	CONTACT INFORMATION	PHONE
Community Transportation Coordinator	Alan Mandel, CEO/CFO Good Wheels, Inc.	Customer Service: (239) 768-2900 Reservations: (239) 768-2900 General: (800) 741-1570
Lee County MPO -- Designated Official Planning Agency	Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220
Local Coordinating Board Chairperson	Hon. <u>Rick Williams</u> c/o Mr. Brian Raimondo Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220
Commission for the Transportation Disadvantaged	Ombudsman Hotline	(800) 983-2435 TDD (800) 648-4084
Medicaid	Ombudsman Hotline and Local	(800) 983-2435 or (239) 335-1300

14. CTC Monitoring Procedures of Operators and Coordination Contractors

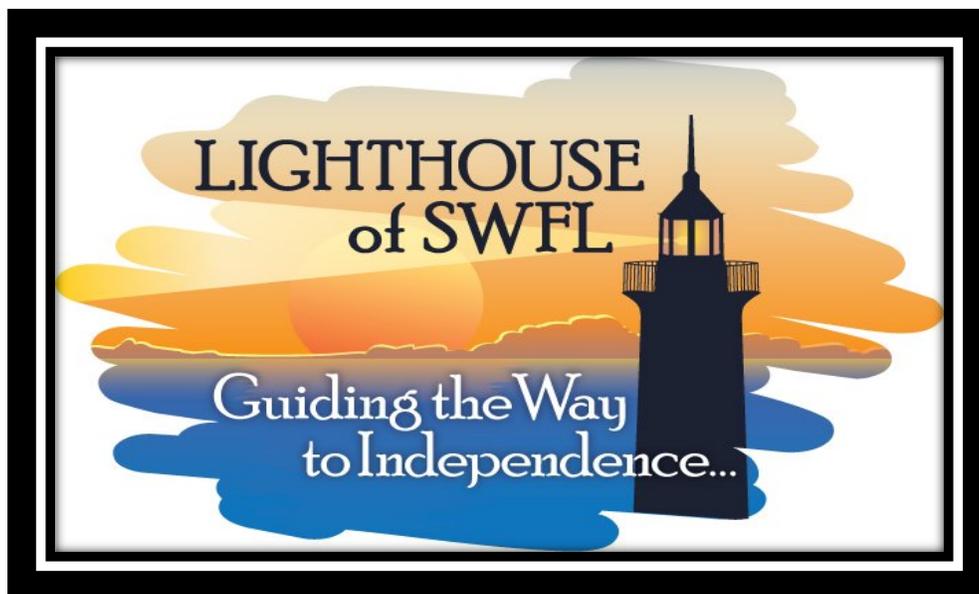
The Community Transportation Coordinator will perform an annual evaluation of contracted operators ensuring compliance with the System Safety Program Plan, locally approved standards, Commission for the Transportation Disadvantaged standards, annual operating data and insurance requirements.

15. Coordination Contract Evaluation Criteria

Good Wheels in cooperation with the LCB will determine whether agencies, from a total system approach, can perform more effectively and more efficiently their own transportation.

B. Cost/Revenue Allocation and Rate Structure Justification

Good Wheels' FY 2016/17 rate model is shown in *Exhibit F*.



III. QUALITY ASSURANCE

A. ANNUAL EVALUATION OF THE COMMUNITY TRANSPORTATION COORDINATOR

The purpose of this section is to identify the process used by the Local Coordinating Board and the planning agency in the evaluation of the Community Transportation Coordinator. This section will address what steps the Local Coordinating Board will take to monitor and evaluate the services provided by or coordinated through the Coordinator, based on the locally established service standards, and consistent with those of the Florida Commission for the Transportation Disadvantaged Commission.

Pursuant to Chapter 427 *Florida Statutes* 427.015(2), the performance of the coordinator shall be valued based on the commission's approved evaluation criteria by the coordinating board at least annually.

Although a committee is not required by Rule 41-2, *Florida Administrative Code (FAC)* in order to conduct

the required annual evaluation, the LCB makes use of a subcommittee to carry out the evaluation. In those cases this is the process the committee follows:

At the December LCB meeting, the LCB appoints two or three members to a Committee for the Evaluation of the CTC, composed of voting members of the LCB. The Committee will be assisted by DOPA Planning staff and the staff of the CTC.

DOPA planning staff is responsible for providing the committee with the materials needed to conduct the evaluation. This includes gathering documents such as the annual operating reports, previous evaluation reports, system safety plan reports, lists of contacts, and other documents from the CTC.

The CTC's staff is responsible for conducting surveys of passengers and of agency representatives during the course of their fiscal year. The CTC is also responsible for providing the results of these surveys to the planning staff. The CTC is encouraged to sample a random 10% of the passengers in each survey year.

Planning staff and the CTC also work together on preparing the blank evaluation booklet for the committee to use. Planning staff locates the last evaluation report and updates it so that the previous year contains the most current information, and the evaluation year is blank. Planning staff also locates the most current reports with recommendations and accompanying status reports, and updates the blank evaluation report in those sections.

There are significant constraints to when the evaluation must be completed. The TDSP must be annually updated and submitted by June 30th each year, and the Evaluation process is part of the TDSP update. The TDSP must be approved by the LCB and endorsed by the MPO advisory committees and MPO Board prior to submitting it to the CTD by June 30th. Therefore, the Evaluation process must be completed in time for the draft evaluation report to go to the LCB in March. Since much of the data for the evaluation year column in the Evaluation Report is taken from the CTD's *Annual Performance Report*, which is not published until January, the Evaluation must be completed in February.

The Evaluation Committee makes use of several resources in order to conduct the Evaluation. These resources include standardized worksheets and reports from the Commission for the Transportation Disadvantaged; material from different sections of the TDSP, including the goals and objectives and standards and policies, and passenger surveys compiled by the CTC, and previous evaluations.

Committee members and Planning staff conduct interviews with the CTC's staff to complete the Worksheets. Then the Committee evaluates the CTC based on the findings obtained during these interviews. The Committee communicates findings, suggestions, and develops recommendations which are forwarded through planning staff to the LCB as draft final report.

The Draft Evaluation Report contains findings, suggestions and recommendations. These are distributed to the Local Coordinating Board, for its review and approval. If the LCB has additional recommendations, planning staff adds these to the Report, and then Planning staff sends the LCB's approved evaluation report on the Coordinator to the CTD, and uses the recommendations to prepare the annual update of the Transportation Disadvantaged Service Plan.



EXHIBIT A

LEE COUNTY'S COMMUNITY TRANSPORTATION COORDINATOR DESIGNATION MEMORANDUM OF AGREEMENT TD#1312



July 9, 2013

Rick Scott
Governor

David Darm
Chairperson

Mike Willingham
Vice Chairman

Steven Holmes
Executive Director

Mr. Tom Nolan
Good Wheels, Inc.
10075 Bavaria Road Southeast
Ft. Myers, FL 33913

Subject: Lee County's Community Transportation Coordinator Designation
Memorandum of Agreement (MOA) # TD1312

Dear Mr. Nolan:

Enclosed is the executed MOA for your records. As you know, the Commission for the Transportation Disadvantaged (Commission) approved Good Wheels, Inc., to serve as the Community Transportation Coordinator for Lee County. This designation is effective July 1, 2013 through June 30, 2018.

Pursuant to the MOA, a new 2013-18 Transportation Disadvantaged Service Plan (TDSP) shall be submitted to the Commission no later than 120 calendar days from July 1, 2013 (October 28, 2013). This TDSP must be approved by the Local Coordinating Board prior to submission to us for approval. Please coordinate this effort with the Lee County MPO as your Designated Official Planning Organization. As a reference, the Instruction Manual for the MOA and TDSP is located on our website at: <http://www.dot.state.fl.us/ctd/programinfo/programdevelopmentsection>.

Thank you for your continued support and participation in the coordinated transportation system of Lee County. If you have any questions or need any additional information, please contact me at (850) 410-5712.

Sincerely,

A handwritten signature in blue ink that reads "John Irvine".

John Irvine
Area 6 Project Manager

Enclosure: Executed Memorandum of Agreement
cc: Mr. Brian Raimondo, Lee County MPO (email only)

EXHIBIT B

TRANSPORTATION DISADVANTAGED/MEDICAID NON- EMERGENCY TRANSPORTATION PROGRAM ELIGIBILITY APPLICATION

SECTION III - DISABILITY

Are you currently receiving Supplemental Security Income (SSI)? Yes No
Are you currently receiving Social Security Disability? Yes No
Do you consider yourself to be disabled? Yes No

If YES, what is the nature of your disability? (Check all that apply)

- | | | |
|--|---|---|
| <input type="checkbox"/> Blind/Legally Blind | <input type="checkbox"/> Wheelchair User | <input type="checkbox"/> Difficulty Walking |
| <input type="checkbox"/> Arthritis | <input type="checkbox"/> Cerebral Palsy | <input type="checkbox"/> Multiple Sclerosis |
| <input type="checkbox"/> Neuromuscular Disease | <input type="checkbox"/> Alzheimer's Disease | <input type="checkbox"/> Stroke |
| <input type="checkbox"/> Epilepsy | <input type="checkbox"/> Respirator or Oxygen Dependent | <input type="checkbox"/> Other (describe) |
| <input type="checkbox"/> Muscular Dystrophy | <input type="checkbox"/> Mentally Challenged | _____ |

Do you require mobility aids? Yes No

If YES, which aids do you require? (Check all that apply)

- | | | |
|--------------------------------------|------------------------------------|--|
| <input type="checkbox"/> Walker | <input type="checkbox"/> Guide Dog | <input type="checkbox"/> Personal Care Attendant |
| <input type="checkbox"/> Scooter | <input type="checkbox"/> Cane | <input type="checkbox"/> Wheelchair |
| <input type="checkbox"/> Other _____ | | |

SECTION IV - FREQUENCY OF USE/DESTINATIONS

What doctors or medical clinics do you visit on a regular basis?

<u>NAME AND ADDRESS OF HOSPITAL, DOCTOR OR CLINIC</u>	<u>NUMBER OF VISITS EACH MONTH OR WEEK</u>
_____	_____
_____	_____
_____	_____
_____	_____

SECTION V - SIGNATURE, PREPARER AND WITNESS

I affirm that the information provided in this application for services is true and correct and understand that making false statements, having others make false statements, or making false statements on behalf of others constitutes welfare fraud and is considered **a felony under the laws of the State of Florida.**

Medicaid and/or Transportation Disadvantaged Recipient's

Signature: _____ Date: ____/____/____

Preparer's Signature: _____ Date: ____/____/____

RETURN COMPLETED FORM TO: (DID YOU INCLUDE MONTHLY INCOME?)

Good Wheels, Inc.
Community Transportation Coordinator
10075 Bavaria Rd., SE
Fort Myers, FL 33913
1-239-768-2900
1-800-741-1570 (Toll Free)

Florida Relay System:
1-800-955-8770 - Voice
1-800-955-8771 - TTY

ACCESSIBLE FORMATS ARE AVAILABLE UPON REQUEST

EXHIBIT C

VEHICLE INVENTORIES

CURRENT VEHICLE INVENTORY FORM

	Unit #	Assigned To	Location	Model Year	Vehicle Make and Type	Manufacturer Vehicle Identification Number	Tag Number	EXP. Date	GVWR	Current Odometer	Fuel Type	DOT Contr. No. / GWI	Passengers Amb. - W/C
1	12	Admin.	Lee	2006	Ford Taurus	1FAPP53U56A135081	688LWU	06/30/15	3,170	165,222.0	Gas	GW1	4 AMB
2	15		Lee	2012	Ford E-250 Van	1FTNE2EL3CDA28751	X3808C	06/30/15	5,833	36,200.0	Gas		8 - Amb.
3	16	Lstretcher	Lee	2009	Ford E-250 Van	1FTNE24L89DA92603	X2873B	06/30/15	9,000	81,895.0	Gas	96113	4 & Stretcher
4	17	Long Dist.	LB	2010	Grand Caravan-Dodge	2D4RN4DE6AR155376	X7134B	06/30/15	6,050	168,649.0	Gas	96115	3 & 1 WC
5	18	Long Dist.	Lee	2010	Grand Caravan-Dodge	2D4RN4DEXAR155378	X7135B	06/30/15	6,050	213,550.0	Gas	96114	3 & 1 WC
6	19	Long Dist.	Lee	2010	Grand Caravan-Dodge	2D4RN4DE1AR155379	X7139B	06/30/15	6,050	209,403.0	Gas	GW1	3 & 1 WC
7	21	Long Dist.	Clew	2011	Grand Caravan-Dodge	2D4RN4DG3BR778957	X7990B	06/30/15	6,050	99,689.0	Gas	96175	3 & 1 WC
8	22	Long Dist.	Lee	2012	Grand Caravan-Dodge	2C4RDGBG3CR369802	X2051C	06/30/15	6,050	65,605.0	Gas	97127	3 & 1 WC
9	23	Long Dist.	Clew	2012	Grand Caravan-Dodge	2C4RDGBG5CR369803	X2053C	06/30/15	6,050	62,203.0	Gas	97128	3 & 1 WC
10	24	Long Dist.	Clew	2013	Grand Caravan-Dodge	2C7WDGBG1DR661407	X2052C	06/30/15	6,050	35,289.0	Gas	97129	3 & 1 WC
11	25	Long Dist.	Lee	2014	Grand Caravan-Dodge	2C7WDGBGXER476581	X4468C	06/30/15	6,050	4,065.0	Gas	97159	3 & 1 WC
12	401	ParaTrans	Lee	2014	Chevy Express Cutaway	1GB6G5BL5E1162707	X1655C	06/30/15	14,200	24,031.0	Diesel	Shirley Conro	12 & 2
13	402	ParaTrans	Lee	2014	Chevy Express Cutaway	1GB6G5BL4E1163542	X1656C	06/30/15	14,200	27,942.0	Diesel	Shirley Conro	12 & 2
14	403	ParaTrans	Lee	2006	Chevy/Glaval Bus	1GBE4V1226F415113	884QWC	06/30/15	17,500	247,759.0	Diesel	GW1	12&2 or 10&3
15	404	ParaTrans	Lee	2006	Chevy/Glaval Bus	1GBE4V1276F419450	089QWD	06/30/15	17,500	256,887.0	Diesel	GW1	12&2 or 10&3
16	405	ParaTrans	Clew	2006	Chevy/Glaval Bus	1GBE4V1216F419573	090QWD	06/30/15	17,500	266,164.0	Diesel	GW1	16 & 1
17	406	ParaTrans	Clew	2009	Chevy/Glaval Bus	1GBE5V19X9R407615	X3807C	06/30/15	14,678	83,300.0	Diesel		26 & 4
18	426	ParaTrans	LB	2007	Chevy/Glaval Bus	1GBE4V1277F410684	X0210A	06/30/15	17,500	280,354.0	Diesel	GW1	12&2 or 10&3
19	429	ParaTrans	Lee	2007	Chevy/Glaval Bus	1GBE4V1297F411562	X0211A	06/30/15	17,500	278,364.0	Diesel	GW1	12&2 or 10&3
20	430	ParaTrans	Lee	2007	Chevy/Glaval Bus	1GBE4V1227F411497	X0214A	06/30/15	17,500	323,840.0	Diesel	GW1	12&2 or 10&3
21	434	ParaTrans	Lee	2007	Chevy/Glaval Bus	1GBE4V1297F414882	X1378A	06/30/15	17,500	336,732.0	Diesel	GW1	12&2 or 10&3
22	440	ParaTrans	Lee	2007	Chevy/Glaval Bus	1GBE4V1987F424896	X6908A	06/30/15	17,500	249,803.0	Diesel	GW1	12&2 or 10&3
23	441	ParaTrans	Clew	2007	Chevy/Glaval Bus	1GBE4V1907F424343	X7620A	06/30/15	17,500	284,836.0	Diesel	GW1	12&2 or 10&3
24	442	ParaTrans	Clew	2007	Chevy/Glaval Bus	1GBE4V1917F424402	X7618A	06/30/15	17,500	124,319.0	Diesel	GW1	12&2 or 10&3
25	445	ParaTrans	LB	2007	Chevy/Glaval Bus	1GBE4V1987F426065	X0367B	06/30/15	17,500	279,917.0	Diesel	GW1	12&2 or 10&3
26	447	ParaTrans	Lee	2007	Chevy/Glaval Bus	1GBE4V1917F426263	X0369B	06/30/15	17,500	277,942.0	Diesel	GW1	12&2 or 10&3
27	448	ParaTrans	Clew	2009	Chevy/Glaval Bus	1GBE4V1939F402355	X6473B	06/30/15	17,500	219,406.0	Diesel	80109	12&2 or 10&3
28	449	ParaTrans	Clew	2009	Chevy/Glaval Bus	1GBE4V19X9F403647	X6475B	06/30/15	17,500	197,170.0	Diesel	80113	12&2 or 10&3
29	450	ParaTrans	LB	2009	Chevy/Glaval Bus	1GBE4V1939F403716	X6474B	06/30/15	17,500	219,987.0	Diesel	80110	14 or 10&2
30	451	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1979F403802	X6477B	06/30/15	17,500	218,471.0	Diesel	80112	14 or 10&2
31	452	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1959F403653	X6476B	06/30/15	17,500	196,436.0	Diesel	80111	14 or 10&2

32	453	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1949F403983	X6478B	06/30/15	17,500	205,668.0	Diesel	80119	14 or 10&2
33	454	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1939F403960	X6479B	06/30/15	17,500	202,846.0	Diesel	80118	14 or 10&2
34	455	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1939F403991	X7140B	06/30/15	17,500	178,212.0	Diesel	96116	14 or 10&2
35	456	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1959F404513	X7141B	06/30/15	17,500	192,796.0	Diesel	96117	14 or 10&2
36	457	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1919F407814	X2880B	06/30/15	17,500	167,962.0	Diesel	96118	14 or 10&2
37	458	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V19X9F407696	X2881B	06/30/15	17,500	188,022.0	Diesel	96119	14 or 10&2
38	460	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V19X9F407620	X2883B	06/30/15	17,500	198,685.0	Diesel	96121	14 or 10&2
39	461	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1969F408005	X2884B	06/30/15	17,500	200,606.0	Diesel	96122	14 or 10&2
40	462	ParaTrans	Lee	2009	Chevy/Glaval Bus	1GBE4V1999F413294	X2885B	06/30/15	17,500	176,104.0	Diesel	96123	14 or 10&2
41	463	ParaTrans	Lee	2011	Chevy/Express Cutaway	1GB6G5BL0C1160960	X7979B	06/30/15	14,200	105,556.0	Diesel	97105	12 / 2
42	464	ParaTrans	Lee	2011	Chevy/Express Cutaway	1GB6G5BL6C1159604	X7978B	06/30/15	14,200	87,115.0	Diesel	97106	12 / 2
43	496	ParaTrans	Lee	2010	Chevy/Express Cutaway	1GB9G5BL9A1173037	X2926B	06/30/15	14,200	115,201.0	Diesel	ating on FD	12 / 2
44	498	ParaTrans	Lee	2011	Chevy/Express Cutaway	1GB6G5BL8B1144259	X9893B	06/30/15	14,200	121,870.0	Diesel	96172	12 / 2
45	701	Sch-Bus	Lee	2007	GMC/TITAN	1GBJ5V1937F418838	X1388A	06/30/15	26,500	116,900.0	Diesel	GW1	33
46	702	Sch-Bus	Lee	2008	Blue Bird	1BAKFCPA08F254107	310IAK	06/30/15	31,000	58,702.0	Diesel	GW1	65
47	703	Sch-Bus	Lee	2008	Blue Bird	1BAKFCPA28F254108	311IAK	06/30/15	31,000	81,523.0	Diesel	GW1	65
48	704	Sch-Bus	Lee	2008	Blue Bird	1BAKFCPA18F254116	589JQW	06/30/15	31,000	67,342.0	Diesel	GW1	65

EXHIBIT D

ANNUAL SAFETY CERTIFICATION



10075 Bavaria Road • Fort Myers • Florida 33913

BUS TRANSIT SYSTEM

ANNUAL SAFETY AND SECURITY CERTIFICATION

Alan M. Mandel
CEO

Board of Directors

Joni Logan
Chairman of the Board

Chuck Bodenhafer
Vice Chairman

Giles Duff
Secretary

Fred Atkins
Treasurer

Rosalie Berlin

Kailey Bridge-Liles

Gen. James L. Dozier

Wayne R. Kirkwood

Wes Robinson

Lucinda Tevlin

Alan Katzman
Emeritus

Date: January 13, 2017

Name: Good Wheels, Inc.

Address: 10075 Bavaria Road
Fort Myers, FL 33913

IN ACCORDANCE WITH FLORIDA STATUTE 341.061, THE BUS TRANSIT SYSTEM NAMED ABOVE HEREBY CERTIFIES TO THE FOLLOWING:

1. The adoption of a Safety System Program Plan (SSPP) pursuant to Florida Department of Transportation safety standards set forth in Rule Chapter 14-90, Florida Administrative Code, revised April 2015.
2. The adoption of a System Hazard and Security Program Plan (HSP) pursuant to Florida Department of Transportation safety standards set forth in Rule Chapter 14-90, Florida Administrative Code, revised January 2015.
3. Compliance with adopted safety standards in the SSPP and SHSPP.
4. Performance of annual safety inspections on all operational buses in accordance with Rule 14-902.009.

Signature: Alan M. Mandel

Name: Alan M. Mandel
Title: CEO



www.goodwheels.org

Main Phone 239.768.2900 Dispatch 239.768.6185 Fax 239.768.6187 Gladee S. Hendry 800.741.1570

Don't forget to donate \$1.00 to the Transportation Disadvantaged Trust Fund the next time you renew your bus tag!

EXHIBIT E

SERVICE COMPLAINT FORM

SERVICE REPORT

County _____ Log # _____

Date of contact: _____ Time: _____ Received by: _____

Commendation Suggestion Complaint Valid?: Yes No

Name: _____ Phone: _____

Address: _____

Contact: _____

WHERE? Fixed Route: _____ ADA _____ Paratransit: _____ Operator: _____

Vehicle Number _____ Other (Medicaid, dispatcher, scheduler, etc.): _____

WHAT? _____ Service (ride time, schedules, timeliness, attitude/conduct, drivers skill)

_____ Policy (fares, co-payments, operation hours, prioritization, denied services)

_____ Vehicle (safety, equipment, cleanliness)

Date of Occurrence: _____ Time: _____ Location: _____

Statement of Reported Circumstances: _____

Resolution: No Yes (If yes, complete section on Back.)

Intake Signature: _____; Date: _____

Critical Issue? No Yes & REFER TO SUPERVISOR IMMEDIATELY

critical issues include: physical, verbal, or substance abuse; any life threatening situation (reckless driving, passenger abandonment, accidents/incidents.)

Has this person reported this same problem before? No Yes When?

Log # _____

Log # _____

Follow up Date: _____ Comments: _____

Signature: _____ Date: _____

Findings: (attach statements of all parties involved.) _____

Signature: _____ Date: _____

Resolution

Action Taken/Date: _____

Was Corrective action necessary? No [] Yes [] Explain: _____

Is customer satisfied with resolution? Yes [] No [] Unknown []

If NO, inform the customer of Local Coordinating Board's **Formal Grievance Procedures**.
[They may contact Julia B. Davis at (239) 338-2550. X 219]

Did customer file a formal grievance? Yes [] No [] Unknown []

[] Provide the Customer with the Commission for the Transportation Disadvantaged's Ombudsman
Hotline Phone Number which is: Phone: (800) 983-2435; TDD (800) 648-4084

Signature: _____ Date: _____

Carriers are to use these forms to record complaints. Please use one form per complaint, do not group complaints onto one form. Use the Log # when responding to inquiries about each complaint.

EXHIBIT F

RATE STRUCTURE

Preliminary Information Worksheet

Version 1.4

CTC Name: Good Wheels, Inc.
County (Service Area): Lee
Contact Person: Alan M. Mandel
Phone #: 239 768 2900

Check Applicable Characteristic:

ORGANIZATIONAL TYPE:

- Governmental
- Private Non-Profit
- Private For Profit

NETWORK TYPE:

- Fully Brokered
- Partially Brokered
- Sole Source

*Once completed, proceed to the Worksheet entitled
"Comprehensive Budget"*

Comprehensive Budget Worksheet

Version 1.4

CTC: Good Wheels, Inc.
County: Lee

1. Complete applicable GREEN cells in columns 2, 3, 4, and 7

	Prior Year's ACTUALS from July 1st of 2015 to June 30th of 2016	Current Year's APPROVED Budget, as amended from July 1st of 2016 to June 30th of 2017	Upcoming Year's PROPOSED Budget from July 1st of 2017 to June 30th of 2018	% Change from Prior Year to Current Year	Proposed % Change from Current Year to Upcoming Year	Confirm whether revenues are collected as a system subsidy VS a purchase of service at a unit price. Explain Changes in Column 6 That Are > ± 10% and Also > ± \$50,000
1	2	3	4	5	6	7

REVENUES (CTC/Operators ONLY / Do NOT include coordination contractors!)

Local Non-Govt

Farebox	\$ 31,188	\$ 22,000	\$ 22,000	-29.5%	0.0%	
Medicaid Co-Pay Received						
Donations/ Contributions	\$ 103,860	\$ 90,000	\$ 90,000	-13.3%	0.0%	
In-Kind, Contributed Services						
Other			\$ 760,471			
Bus Pass Program Revenue						

Local Government

District School Board						This is an estimate of what the County Match will be for 5310 Operating and Capital Grants based on this year's award. The Lee ADA grant is not available in the proposed year.
Compl. ADA Services	\$ 88,098	\$ 88,089		0.0%	-100.0%	
County Cash		\$ 45,000	\$ 98,000		117.8%	
County In-Kind, Contributed Services						
City Cash	\$ 60,000		\$ 60,000		-100.0%	
City In-Kind, Contributed Services						
Other Cash						
Other In-Kind, Contributed Services						
Bus Pass Program Revenue						

CTD

Non-Spons. Trip Program	\$ 747,393	\$ 747,600	\$ 1,003,200	0.0%	34.2%	Increase is a result of Proviso Funds which are anticipated to continue.
Non-Spons. Capital Equipment						
Rural Capital Equipment						
Other TD (specify in explanation)						
Bus Pass Program Revenue						

USDOT & FDOT

49 USC 5307						Requested 7 vehicles to replace 7 vehicles all having over 300,000 miles; and a new in ground diesel fuel tank. Other was an ADA Grant thru Lee Tran
49 USC 5310	\$ 268,478	\$ 90,204	\$ 600,000	-66.4%	565.2%	
49 USC 5311 (Operating)			\$ 200,000			
49 USC 5311(Capital)						
Block Grant						
Service Development						
Commuter Assistance						
Other DOT (specify in explanation)						
Bus Pass Program Revenue						

AHCA

Medicaid	\$ 1,293,272		\$ 1,920,000	-100.0%		Increased demand
Other AHCA (specify in explanation)						
Bus Pass Program Revenue						

DCF

Alcohol, Drug & Mental Health						
Family Safety & Preservation						
Comm. Care Dis./Aging & Adult Serv.						
Other DCF (specify in explanation)						
Bus Pass Program Revenue						

DOH

Children Medical Services						
County Public Health						
Other DOH (specify in explanation)						
Bus Pass Program Revenue						

DOE (state)

Carl Perkins						
Div of Blind Services						
Vocational Rehabilitation						
Day Care Programs						
Other DOE (specify in explanation)						
Bus Pass Program Revenue						

AWI

WAGES/Workforce Board						
Other AWI (specify in explanation)						
Bus Pass Program Revenue						

DOEA

Older Americans Act						Increased demand
Community Care for Elderly						
Other DOEA (specify in explanation)	\$ 119,922	\$ 94,000	\$ 154,476	-21.6%	64.3%	
Bus Pass Program Revenue						

DCA

Community Services						
Other DCA (specify in explanation)	\$ 9,023		\$ 12,030	-100.0%		
Bus Pass Admin. Revenue						

Comprehensive Budget Worksheet

Version 1.4

CTC: Good Wheels, Inc.
County: Lee

1. Complete applicable GREEN cells in columns 2, 3, 4, and 7

	Prior Years ACTUALS from July 1st of 2015 to June 30th of 2016	Current Year's APPROVED Budget, as amended from July 1st of 2016 to June 30th of 2017	Upcoming Year's PROPOSED Budget from July 1st of 2017 to June 30th of 2018	% Change from Prior Year to Current Year	Proposed % Change from Current Year to Upcoming Year	Confirm whether revenues are collected as a system subsidy VS a purchase of service at a unit price. Explain Changes in Column 6 That Are > ± 10% and Also > ± \$50,000
1	2	3	4	5	6	7

APD

Office of Disability Determination						Increased demand.
Developmental Services						
Other APD (specify in explanation)	\$ 336,346	\$ 300,000	\$ 408,345	-10.8%	36.1%	
Bus Pass Program Revenue						

DJJ

(specify in explanation)						
Bus Pass Program Revenue						

Other Fed or State

XXXX						
XXXX						
XXXX						
Bus Pass Program Revenue						

Other Revenues

Interest Earnings						
XXXX						
XXXX						
Bus Pass Program Revenue						

Balancing Revenue to Prevent Deficit

Actual or Planned Use of Cash Reserve	\$ 99,331					
---------------------------------------	-----------	--	--	--	--	--

Balancing Revenue Is Short By =		None	None			
Total Revenues =	\$3,156,911	\$1,476,893	\$5,328,522	-53.2%	260.8%	

EXPENDITURES (CTC/Operators ONLY / Do NOT include Coordination Contractors!)

Operating Expenditures

Labor	\$ 1,000,693	\$ 646,656	\$ 2,402,400	-35.4%	271.5%	All costs of the CTC have been included and will be done in this format in future years. All procedures have been documented as requested by the CTD audit. The number of drivers has increased from 58 to 80; total employees now at 106. Health insurance costs increased as well as vehicle insurance-total number of vehicles now 64 performing paratransit work. The insurance amount per vehicle also increased about 7% last year and rate increases are anticipated. Fuel costs are increasing as rates are rising again; and more miles are being traveled. Interest expense is higher as an increased line of credit is required due to the length of time for reimbursement.
Fringe Benefits	\$ 651,475	\$ 187,800	\$ 720,720	-71.2%	283.8%	
Services			\$ 40,000			
Materials and Supplies	\$ 598,349	\$ 300,000	\$ 692,642	-49.9%	130.9%	
Utilities	\$ 30,000	\$ 30,000	\$ 33,000	0.0%	10.0%	
Casualty and Liability	\$ 235,341	\$ 131,643	\$ 405,480	-44.1%	208.0%	
Taxes	\$ 2,500	\$ 2,500	\$ 2,500	0.0%	0.0%	
Purchased Transportation:						
Purchased Bus Pass Expenses						
School Bus Utilization Expenses						
Contracted Transportation Services						
Other						
Miscellaneous						
Operating Debt Service - Principal & Interest			\$ 55,655			
Leases and Rentals	\$ 51,000		\$ 10,200	-100.0%		
Contrib. to Capital Equip. Replacement Fund	\$ 261,863		\$ 265,925	-100.0%		
In-Kind, Contributed Services	\$ -	\$ -	\$ -			
Allocated Indirect						

Capital Expenditures

Equip. Purchases with Grant Funds	\$ 268,479	\$ 90,204	\$ 540,000	-66.4%	498.6%
Equip. Purchases with Local Revenue			\$ 60,000		
Equip. Purchases with Rate Generated Rev.					
Capital Debt Service - Principal & Interest	\$ 57,211	\$ 88,090	\$ 100,000	54.0%	13.5%

Total Expenditures =	\$3,156,911	\$1,476,893	\$5,328,522	-53.2%	260.8%
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Once completed, proceed to the Worksheet entitled "Budgeted Rate Base"

Budgeted Rate Base Worksheet

Version 1.4

CTC: Good Wheels, Inc.

County: Lee

1. Complete applicable GREEN cells in column 3; YELLOW and BLUE cells are automatically completed in column 3
2. Complete applicable GOLD cells in column and 5

	Upcoming Years BUDGETED Revenues from July 1st of 2017 to June 30th of 2018	What amount of the Budgeted Revenue in col. 2 will be generated at the rate per unit determined by this spreadsheet, OR used as local match for these type revenues?	Budgeted Rate Subsidy Revenue EXCLUDED from the Rate Base	What amount of the Subsidy Revenue in col. 4 will come from funds to purchase equipment, OR will be used as match for the purchase of equipment?
1	2	3	4	5

REVENUES (CTC/Operators ONLY)

Local Non-Govt

Farebox	\$ 22,000
Medicaid Co-Pay Received	\$ -
Donations/ Contributions	\$ 90,000
In-Kind, Contributed Services	\$ -
Other	\$ 760,471
Bus Pass Program Revenue	\$ -

Local Government

District School Board	\$ -
Compl. ADA Services	\$ -
County Cash	\$ 98,000
County In-Kind, Contributed Services	\$ -
City Cash	\$ 60,000
City In-Kind, Contributed Services	\$ -
Other Cash	\$ -
Other In-Kind, Contributed Services	\$ -
Bus Pass Program Revenue	\$ -

CTD

Non-Spons. Trip Program	\$ 1,003,200
Non-Spons. Capital Equipment	\$ -
Rural Capital Equipment	\$ -
Other TD	\$ -
Bus Pass Program Revenue	\$ -

USDOT & FDOT

49 USC 5307	\$ -
49 USC 5310	\$ 600,000
49 USC 5311 (Operating)	\$ 200,000
49 USC 5311 (Capital)	\$ -
Block Grant	\$ -
Service Development	\$ -
Commuter Assistance	\$ -
Other DOT	\$ -
Bus Pass Program Revenue	\$ -

AHCA

Medicaid	\$ 1,920,000
Other AHCA	\$ -
Bus Pass Program Revenue	\$ -

DCF

Alcohol, Drug & Mental Health	\$ -
Family Safety & Preservation	\$ -
Comm. Care Dis./Aging & Adult Serv.	\$ -
Other DCF	\$ -
Bus Pass Program Revenue	\$ -

DCH

Children Medical Services	\$ -
County Public Health	\$ -
Other DCH	\$ -
Bus Pass Program Revenue	\$ -

DOE (state)

Carl Perkins	\$ -
Div of Blind Services	\$ -
Vocational Rehabilitation	\$ -
Day Care Programs	\$ -
Other DOE	\$ -
Bus Pass Program Revenue	\$ -

AWI

WAGES/Workforce Board	\$ -
AWI	\$ -
Bus Pass Program Revenue	\$ -

DOEA

Elder Americans Act	\$ -
Community Care for Elderly	\$ -
Other DOEA	\$ 154,476
Bus Pass Program Revenue	\$ -

DCA

Community Services	\$ -
Other DCA	\$ 12,030
Bus Pass Program Revenue	\$ -

\$ 22,000	\$ -
\$ 90,000	\$ -
\$ -	\$ -
\$ -	\$ -
\$ -	\$ 760,471
\$ -	\$ -

\$ -	\$ -
\$ -	\$ -
\$ 98,000	\$ -
\$ -	\$ -
\$ 60,000	\$ -
\$ -	\$ -
\$ -	\$ -
\$ -	\$ -
\$ -	\$ -

\$ 1,003,200	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -

\$ -	\$ -	\$ -
\$ -	\$ 600,000	\$ 600,000
\$ 100,000	\$ 100,000	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -

\$ 1,920,000	\$ -
\$ -	\$ -
\$ -	\$ -

\$ -	\$ -
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\$ -	\$ -
\$ -	\$ -

\$ -	\$ -
\$ -	\$ -
\$ -	\$ -

\$ -	\$ -
\$ -	\$ -
\$ 154,476	\$ -
\$ -	\$ -

\$ -	\$ -
\$ 12,030	\$ -
\$ -	\$ -

YELLOW cells
are NEVER Generated by Applying Authorized Rates

BLUE cells
Should be funds generated by rates in this spreadsheet

GREEN cells
MAY BE Revenue Generated by Applying
Authorized Rate per Mile/Trip Charges

Fill in that portion of budgeted revenue in Column 2 that will be GENERATED through the application of authorized per mile, per trip, or combination per trip plus per mile rates. Also, include the amount of funds that are Earmarked as local match for Transportation Services and NOT Capital Equipment purchases.

If the Farebox Revenues are used as a source of Local Match Dollars, then identify the appropriate amount of Farebox Revenue that represents the portion of Local Match required on any state or federal grants. This does not mean that Farebox is the only source for Local Match.

Please review all Grant Applications and Agreements containing State and/or Federal funds for the proper Match Requirement levels and allowed sources.

GOLD cells
Fill in that portion of Budgeted Rate Subsidy Revenue in Column 4 that will come from Funds Earmarked by the Funding Source for Purchasing Capital Equipment. Also include the portion of Local Funds earmarked as Match related to the Purchase of Capital Equipment if a match amount is required by the Funding Source.

local match req.
\$ 111,467
\$ -
\$ -
\$ 66,667
\$ -

Budgeted Rate Base Worksheet

Version 1.4

CTC: Good Wheels, Inc.

County: Lee

1. Complete applicable GREEN cells in column 3; YELLOW and BLUE cells are automatically completed in column 3
2. Complete applicable GOLD cells in column and 5

	Upcoming Years BUDGETED Revenues
	from
	July 1st of
	2017
	to
	June 30th of
	2018
1	2

What amount of the Budgeted Revenue in col. 2 will be generated at the rate per unit determined by this spreadsheet, OR used as local match for these type revenues?	Budgeted Rate Subsidy Revenue Excluded from the Rate Base	What amount of the Subsidy Revenue in col. 4 will come from funds to purchase equipment, OR will be used as match for the purchase of equipment?
3	4	5

APD	
Office of Disability Determination	\$ -
Developmental Services	\$ -
Other APD	\$ 408,345
Bus Pass Program Revenue	\$ -
DJJ	
DJJ	\$ -
Bus Pass Program Revenue	\$ -
Other Fed or State	
xxx	\$ -
xxx	\$ -
xxx	\$ -
Bus Pass Program Revenue	\$ -
Other Revenues	
Interest Earnings	\$ -
xxxx	\$ -
xxxx	\$ -
Bus Pass Program Revenue	\$ -
Balancing Revenue to Prevent Deficit	
Actual or Planned Use of Cash Reserve	\$ -
Total Revenues =	\$ 6,328,622

\$ -	\$ -	
\$ -	\$ -	
\$ 408,345	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ -	\$ -	
\$ 3,888,061	\$ 1,460,471	\$ 800,000

EXPENDITURES (CTC/Operators ONLY)	
Operating Expenditures	
Labor	\$ 2,402,400
Fringe Benefits	\$ 720,720
Services	\$ 40,000
Materials and Supplies	\$ 692,642
Utilities	\$ 33,000
Casualty and Liability	\$ 405,480
Taxes	\$ 2,500
Purchased Transportation:	
Purchased Bus Pass Expenses	\$ -
School Bus Utilization Expenses	\$ -
Contracted Transportation Services	\$ -
Other	\$ -
Miscellaneous	\$ -
Operating Debt Service - Principal & Interest	\$ 55,655
Leases and Rentals	\$ 10,200
Contrib. to Capital Equip. Replacement Fund	\$ 265,925
In-Kind, Contributed Services	\$ -
Allocated Indirect	\$ -
Capital Expenditures	
Equip. Purchases with Grant Funds	\$ 540,000
Equip. Purchases with Local Revenue	\$ 60,000
Equip. Purchases with Rate Generated Rev.	\$ -
Capital Debt Service - Principal & Interest	\$ 100,000
	\$ -
	\$ -
Total Expenditures =	\$ 6,328,622
minus EXCLUDED Subsidy Revenue =	\$ 1,460,471
Budgeted Total Expenditures INCLUDED in	Rate Base = \$ 3,868,051
Rate Base Adjustment¹ =	\$ 3,888,061
Adjusted Expenditures Included In Rate	Base = \$ 3,888,061

\$ 880,471
Amount of
Budgeted
Operating Rate
Subsidy Revenue

¹ Rate Base Adjustment Cell

If necessary and justified, this cell is where you could optionally adjust proposed service rates up or down to adjust for program revenue (or unapproved profit), or losses from the Actual period shown at the bottom of the Comprehensive Budget Sheet. This is not the only acceptable location or method of reconciling for excess gains or losses. If allowed by the respective funding sources, excess gains may also be adjusted by providing system subsidy revenue or by the purchase of additional trips in a period following the Actual period. If such an adjustment has been made, provide notation in the respective explanation area of the Comprehensive Budget tab.

¹ The Difference between Expenses and Revenues for Fiscal Year: 2015 - 2016

Once Completed, Proceed to the Worksheet entitled "Program-wide Rates"

Worksheet for Program-wide Rates

CTC: Good Wheels, Inc. Version 1.4
 County: Lee

1. Complete Total Projected Passenger Miles and ONE-WAY Passenger Trips (GREEN cells) below

- Do **NOT** include trips or miles related to Coordination Contractors!
- Do **NOT** include School Board trips or miles UNLESS.....
- INCLUDE** all ONE-WAY passenger trips and passenger miles related to services you purchased from your transportation operators!
- Do **NOT** include trips or miles for services provided to the general public/private pay UNLESS..
- Do **NOT** include escort activity as passenger trips or passenger miles unless charged the full rate for service!
- Do **NOT** include fixed route bus program trips or passenger miles!

PROGRAM-WIDE RATES		Fiscal Year
Total Projected Passenger Miles =	1,508,730	2017 - 2018
Rate Per Passenger Mile = \$	2.56	
Total Projected Passenger Trips =	110,000	
Rate Per Passenger Trip = \$	35.16	Avg. Passenger Trip Length = 13.7 Miles
Rates If No Revenue Funds Were Identified As Subsidy Funds		
Rate Per Passenger Mile = \$	3.53	
Rate Per Passenger Trip = \$	48.44	

Once Completed, Proceed to the Worksheet entitled "Multiple Service Rates"

Vehicle Miles

The miles that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service.

Vehicle Revenue Miles (VRM)

The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles exclude:

- Deadhead
- Operator training, and
- Vehicle maintenance testing, as well as
- School bus and charter services.

Passenger Miles (PM)

The cumulative sum of the distances ridden by each passenger.

Worksheet for Multiple Service Rates

CTC: Good Wheels, In Version 1.4
 County: Lee

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?.....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	Go to Section II for Stretcher Service	STOP! Do NOT Complete Sections I - V for Group Service

SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?....

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes <input checked="" type="radio"/> No			
Skip # 2, 3 & 4 and Go to Section III for Ambulatory Service	Skip # 2, 3 & 4 and Go to Section III for Wheelchair Service	Skip # 2, 3 & 4 and Go to Section III for Stretcher Service	Do NOT Complete Section II for Group Service

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?....

<input type="radio"/> Yes <input checked="" type="radio"/> No			
--	--	--	--

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service?
 How many of the total projected Passenger Miles relate to the contracted service?
 How many of the total projected passenger trips relate to the contracted service?

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Leave Blank	Do NOT Complete Section II for Group Service
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Effective Rate for Contracted Services:

per Passenger Mile

per Passenger Trip

Ambulatory	Wheelchair	Stretcher	Group
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Go to Section III for Ambulatory Service	Go to Section III for Wheelchair Service	Go to Section III for Stretcher Service	Do NOT Complete Section II for Group Service

4. If you answered # 3 & want a Combined Rate per Trip PLUS a per Mile add-on for 1 or more services, INPUT the Desired per Trip Rate (but must be less than per trip rate in #3 above) Rate per Passenger Mile for Balance

Combination Trip and Mile Rate			
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Leave Blank and Go to Section III for Ambulatory Service	Leave Blank and Go to Section III for Wheelchair Service	Leave Blank and Go to Section III for Stretcher Service	Do NOT Complete Section II for Group Service

Worksheet for Multiple Service Rates

CTC: Good Wheels, In Version 1.4
 County: Lee

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION III: Escort Service

1. Do you want to charge all escorts a fee? Yes No
Skip #2 - 4 and Section IV and Go to Section V

2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR Pass Trip Pass Mile **Leave Blank**
 per passenger mile?

3. If you answered Yes to #1 and completed #2, for how many of the projected Passenger Trips / Passenger Miles will a passenger be accompanied by an escort? **Leave Blank**

4. How much will you charge each escort? **Leave Blank**

SECTION IV: Group Service Loading

1. If the message "You Must Complete This Section" appears to the right, what is the projected total number of Group Service Passenger Miles? (otherwise leave blank) **Do NOT Complete Section IV**

..... And what is the projected total number of Group Vehicle Revenue Miles? **Loading Rate 0.00 to 1.00**

SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically

* Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, MINUS miles and trips for contracted services IF the rates were calculated in the Section II above

* Be sure to leave the service BLANK if you answered NO in Section I or YES to question #2 in Section II

		RATES FOR FY: 2017 - 2018			
		Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	1,508,730	1,050,111	452,619	6,000	Leave Blank
Rate per Passenger Mile =		\$2.00	\$3.59	\$7.48	\$0.00
					per passenger per group
Projected Passenger Trips (excluding totally contracted services addressed in Section II) =	110,000	74,990	35,000	10	Leave Blank
Rate per Passenger Trip =		\$28.85	\$49.11	\$102.31	\$0.00
					per passenger per group

2. If you answered #1 above and want a COMBINED Rate per Trip PLUS a per Mile add-on for 1 or more services,...

... INPUT the Desired Rate per Trip (but must be less than per trip rate above) =

		Combination Trip and Mile Rate			
		Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Mile for Balance =		\$2.00	\$3.59	\$7.48	\$0.00
					per passenger per group

		Rates if No Revenue Funds Were Identified As Subsidy Funds			
		Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Mile =		\$2.88	\$4.94	\$10.30	\$0.00
					per passenger per group
Rate per Passenger Trip =		\$39.48	\$67.65	\$140.94	\$0.00
					per passenger per group

Lee County 2017 final draft (002): Multiple Service Rates

Worksheet for Multiple Service Rates

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1. Answer the questions by completing the GREEN cells starting in Section I for all services

2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

Program These Rates Into Your Medicaid Encounter Data